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CONSUMER GOODS AND DOMESTIC TRADE

VEGETABLE PROCUREMENT PROBLEMS DISCUSSED

Lithuanian Harvest Problems

Vil'nyus SOVETSKAYA LITVA in Russian 12 Sep 79 p 2

[Interview with B. Uzhdavinis, chief of the bureau of vegetable trade of the Lithuanian SSR's Ministry of Trade: "Ready to Accept the Vegetables"]

[Text] The period of mass procurement of agricultural output for laying in supplies for winter storage is approaching. The manner in which the organizations and enterprises of state trade in Lithuanian SSR have prepared for this job is discussed, at the request of SOVETSKAYA LITVA correspondent E. Artisyuk, by Chief of the Department of Trade in Fruits and Vegetables, Ministry of Trade, Lithuanian SSR, B. Uzhdavinis.

Comrade Uzhdavinis. According to all forecasts, the harvest of potatoes and vegetables in our republic should be a rich one this year. Take, for example, the following comparative data: at the present time, as of 3 September, the farms in the republic have procured 20,746 tons of vegetables and potatoes; this is 1,727 tons more than by the same time last year. We shall have to lay in supplies of 86,000 tons of potatoes, almost 55,000 tons of vegetables, approximately 9000 of fruits. The task of the workers at the vegetable bases is to conserve all this wealth that has been grown by the painstaking and laborious hands of the vegetable husbandry, and to guarantee that the residents of the republic will be provided with foodstuffs. This can be achieved by organizing in an efficient manner the acceptance of potatoes and vegetables and by creating all the conditions for storing them without any losses.

[Question] What capacities do the state trade organizations currently have at their disposal?

[Answer] Recently there have been constructed in the republic's cities a large number of spacious, well-equipped storage facilities where progressive methods of storage are being employed. For example, the total capacity of the potato storage facilities constitutes at the present time more than 42,000 tons. Almost everywhere, active ventilation of the tubers is

employed. This method makes it possible to put into storage even moist potatoes, which are rapidly dried out by the stream of air. It is not advisable if the tubers are put into the storage facilities with dirt on them, because then the rotting process is unavoidable. That is why we persistently require the farm managers to deliver clean potatoes.

Well-equipped vegetable and fruit storage facilities, which have powerful refrigeration units, guarantee the optimal temperature conditions during storage. Their capacity is also large: 10,000 tons of simultaneous storage of vegetables and 25,000 tons of fruit.

I would like to note that we have already fulfilled the plan for the Tenth Five-Year Plan for activation of new areas. Our task is to use them effectively.

[Question] How have the collectives at the wholesale-procurement bases prepared for the acceptance of the new harvest?

[Answer] Taking into consideration the experience of previous years, we have developed a uniform plan of measures in which there is an enumeration not only of everything to which the collectives at the bases should direct their attention, but also an indication of the deadlines for the fulfillment of the various operations, and the names of the officials who are responsible for this are given. On the basis of this plan it is easy to monitor the manner in which everything that has been planned is being fulfilled. Recently a commission which included workers from the Ministry of Trade, the Ministry of Agriculture, and the Ministry of Procurements, inspected the conditions of the bases in the cities. The inspection confirmed their readiness to accept the agricultural output. The only bottleneck is the shortage of storage batteries for the hoisting equipment, the number of which that is being allocated is considerably less than the number actually needed. In order to make sure that this has no effect upon the procurement rates, it was decided, for the period of mass laying in of vegetables, to transfer to the workers in vegetable trade the loading equipment belonging to wholesale bases in other areas of specialization.

In the current year we shall expand and improve a new form of work -- on eleven kolkhozes and sovkhozes, acceptance-turnover stations have been opened. The farms liked that innovation, as a result of which there is a considerable time saving. The vegetable husbandrymen locally prepare the output for turnover, and the quality of that work is inspected by the laboratory that has been set up at the station and that has a representative of the vegetable base regularly on duty. Transport arrives at the established time to pick up the ready freight. By this method we intend currently to haul 24,000 tons of vegetables.

As we did last year, we make wide use of shipment of vegetable in containers. This method precludes the additional unloading and reloading of the output, which has a detrimental effect upon the quality of its storage. During the current year there has been a considerable increase in the number of these

containers. At the present time we have at our disposal 21,000 containers, which is considerably more than we had last year.

[Question] During these critical days it is very important to unite the efforts of people in many areas of specialization, and this is, in the final analysis, something that determines the success of the job. How are the interrelations formed between the workers at the vegetable bases and the agricultural workers?

[Answer] I can state with assurance that we are working in close contact. Complete adherence to principles and goodwill are the features that typify our relations. The collectives at the vegetable bases are devoting a large amount of attention to consolidating their contacts with the farms. The workers of the fields and the trade workers, working together, are seeking ways to improve the quality of vegetable storage and are showing concern for preserving the harvest.

Recently there was a party meeting of the central apparatus of the republic's Ministry of Trade, in which the participants also included representatives of the Ministry of Agriculture and the Ministry of Procurements. There was just one question on the agenda: the readiness for mass laying in of supplies of agricultural output for winter storage. After analyzing the state of affairs, the Communists posed the task of imposing the most careful monitoring on the course of the work.

Time dictates strict deadlines. The harvest must be stored in reliable storage facilities.

Potatoes in Belorussia

Moscow IZVESTIYA in Russian 12 Oct 79 p 2

[Article by N. Goncharov, Director of the Belorussian NII [Scientific Research Institute] of Potato Growing and the Growing of Fruits and Vegetables, Candidate of Agricultural Sciences; and N. Kozhushko, Chief of the Laboratory for Technological Evaluation and Storage of Potatoes, Candidate of Biological Sciences, Belorussian SSR: "Where Do Potatoes Lose Their Taste?"]

[Text] From time to time the trade organizations send us letters in which the customers complain about the poor quality of potatoes. If everything contained in them is summarized, their one thought is that, in Belorussia, potatoes are called "second bread" not only because a large number of them is produced, but chiefly because Belorussian potatoes are good and tasty; but where are those tasty potatoes, because you certainly can't find them in the stores. . .

Unfortunately, these complaints are justified. It's just that we selection experts, and also those who grow our "second bread," are only partially to blame because the potatoes that get on the shelves are losing their

taste. As for Belorussia, it truly can be called "the land of potatoes." Among all the output of vegetable husbandry, potatoes in our republic occupy second place after grain. Our republic grows 14-17 percent of the country's total supply of potatoes. During recent years there has been a noticeable increase in the harvest yield of that crop. For example, last year each hectare produced an average of 184.5 quintals of tubers. The farms plan to produce in 1980 as many as 200 quintals of tubers per hectare, and the gross production of them is supposed to come to 13 million tons.

These plans have a realistic base under them. Agrotechnology of crop cultivation has already reached a level that makes it possible to produce almost everywhere 200 or more quintals of tubers per hectare.

During the past several years the selection experts at our institute created such varieties as Belorussian Early, Zor'ka, Ogonek, Temp, Loshitskiy, Razvaristy, Kandidat, Pavlinka, Verba, etc. And they did not just develop them. Ninety-two percent of all the sown area in the republic and 27 percent throughout the country are occupied specifically by these varieties, which are distinguished by their high starch content, and their excellent taste qualities. If the proper conditions are maintained, they produce as many as 300 or more quintals of tubers per hectare.

The completely reasonable question might arise: we've got good potatoes, there's enough of them for today and there will be even more tomorrow. Why then are people complaining about the poor quality?

According to information provided by scientific-research institutes and trade organizations, out of every ton of potatoes shipped to the cities and industrial centers, as much as 48 to 51 percent are thrown away. In other words, half the potatoes that are grown, loaded, and shipped (and all this requires a large amount of money), are lost.

Why does this happen? The losses in the quality and quantity of potatoes begin right there on the field, during the harvesting. The fact of the matter is that most of the modern combines are equipped with separating elements made of very hard rubber of low quality. The tubers are bruised and after a certain period of time become the "rejects" that the purchasers write about. Much has been written for a long time about the lack of perfection of the potato-picking equipment, but it is being improved at an extremely slow rate.

The damage caused during harvesting by combine also depends greatly upon the mechanical composition of the soils on which the potatoes are grown. As was shown by tests conducted on combines produced in this country and abroad, on heavy clay loams 30-40 percent of the harvest is bruised. Thus, the location and concentration of potato sowings on farms having soils that are light with regard to mechanical composition are an important condition that influences the preservation rate and taste of the potatoes, but. . .

When reading these lines, the reader might say: well, so what? Just plant the potatoes on those soils where they can be easily harvested without any losses! That's all very true. But that requires the specialization and concentration of potato-growing. And an obstacle standing in their way is the too high labor-intensity of cultivation. There still does not exist a complete set of machinery to grow potatoes. Because of the labor-intensity of cultivation, potatoes have to be grown in a dispersed manner, on a large number of farms. That is why they frequently are grown in heavy soils whether they have a harder time growing, and where they lose their qualities during mechanized harvesting.

One of the chief reasons for the loss in the taste of the "second bread" is the traditional practice of shipping potatoes together with so-called nonstandard fractions. It has been established that the share of bruised tubers in the process of harvesting on ordinary light soils and grading on farms is 25-35 percent. But three-fourths of the total losses -- both the quantitative and the qualitative -- occur during transportation: loading into or unloading from trucks, railroad cars, at trade bases. . .

The trade organizations, having procured damaged potatoes, in most instances are unable to protect them during storage. The result is tremendous material losses and the customers' justified dissatisfaction. In December, for example, the losses of potatoes that had been prepared for sale at the trade bases came to 34 percent; in February, 38 percent; in March, even more. . .

There is only one way out of the situation: store the potatoes right where they are grown. Incidentally, IZVESTIYA has already written about this several times. Then it would be possible to make the maximum use of the culls. We have computed that the cost of storing a ton of potatoes locally is 15 rubles cheaper than in the city. Moreover, the potatoes continue to keep the taste that the customers write about. The culls could be used here to feed the livestock. There would be sharp reduction in the labor expenditures and the work load placed upon the transportation means.

Of course the storage of the "second bread" at places in modern storage facilities equipped with lines for the preliminary processing of the tubers is not too cheap, either -- it would still be necessary to build and equip the storage facilities! But those expenditures would repay themselves a hundredfold, since the losses would be reduced. And, obviously, it is necessary to decide right now what sources would cover the additional expenditures.

It seems to us that the storage facilities should be constructed as large-scale complexes on specialized farms or associations. It is also necessary to have mechanized stations there for the acceptance and grading of the output, and shops for the commercial processing of the potatoes.

Our institute has developed optimal conditions for the storage of potatoes in such storage facilities. But the plans are not yet moving -- the storage facilities are not being built on the farms.

And we would also like to mention another problem connected with potatoes. If we ship from Belorussia, say, to Moscow, a ton of tubers, we ship in that ton 750 kilograms of . . . guess what! Of water! And there are only 250 kilograms of the necessary nutrients that are contained in the tubers.

In the world practice, it is becoming a broader and broader principle to ~~carry~~ technology with which most of the potatoes are processed directly at the places where they are grown. They are processed into new types of products with a prolonged storage period -- dehydrated, fried, frozen, dried, and canned potatoes. The processed weight of the tubers is reduced to one-tenth to one-sixth of the original weight, and the customers in the city receive a product that is partially cooked or that is completely ready to be eaten.

When packed in special cans, dehydrated potatoes can be kept for three years; when packed in polyethylene packets, a year. The new processing technology makes it possible to increase considerably the output of ready-to-eat products, to lighten the labor of the workers in public canteen establishments and of housewives, and also to create necessary reserves against any possible poor harvest.

In our course, for the time being only 120,000-150,000 tons are being used for processing purposes. This is 0.5-0.8 percent of the total consumption of potatoes for food purposes. This situation is explained chiefly by the fact that the enterprises in the processing industry are provided with unproductive equipment. Moreover, the potatoes that are used for processing are, to put it mildly, not of the best quality: the mixture of varieties, low starch content, large percentage of bruising, etc., etc. As a result even the small quantity of products produced from fresh potatoes are not very popular with the customers.

And so, in our opinion, it is high time to create a network of agroindustrial associations to produce and process potatoes, and to provide enterprises with improved equipment and modern potato storage facilities. It is also high time to deliver potatoes not only with an indication of the farm that grew them, but also with an indication of the variety and of the taste and technological qualities.

If specialized agroindustrial enterprises and interfarm potato-growing complexes are created, the potatoes will regain their original taste, the taste which now is born in the field but lost on the way to the customer. . . . Who should create them and what should they be like? That question should be answered by the specialists in the Ministry of Agriculture, by the economists, and by the planners.

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

DESIGNING AN EFFECTIVE BUDGET OF NON-WORKING TIME

Moscow EKONOMICHESKIYE NAUKI in Russian No 9, 1981, 44-51

[Article by D. Karpukhin, professor and doctor of economic sciences, and N. Kuznetsova, candidate of economic sciences: "Effective Budgeting of Worker Time and Achieving I."]

[Text] Under contemporary conditions of developed socialism, the role of the nonmaterial factor in social progress and satisfying the needs of society's members is more important than ever before. In connection with this it is becoming increasingly important to study, plan, and predict the amount and use structure of free time. The amount of free time gives an idea of the society's wealth and depends on the level of labor productivity. Under socialist conditions growth in labor productivity makes it possible not only to increase the production of material goods but also to reduce the work time of workers for the purpose of expanding free time. Free time, as one of the conditions for comprehensive (physical and intellectual) development of the personality, has a strong effect on raising labor productivity.

K. Marx pointed out the special significance of free time for the development of members of society and related an increase in free time to saving time in public production. "Saving working time is equivalent to increasing free time, that is, time for full development of the individual which, in its turn, as the greatest productive force, then influences the productive force of labor."¹ K. Marx revealed the mechanism of this inverse influence of free time on production: "Free time, which means leisure time and time for more lofty activities, of course changes the person who has it into a different person, and it is as this different person that he later enters the immediate production process."²

The inverse influence of free time on raising labor productivity becomes stronger as productive forces advance. Under the conditions of

¹ Marx, K., and Engels, F., "Soch." [Works], 2nd ed., Vol 46, Pt II, p 221.

² Ibid.

the scientific-technical revolution increasingly high demands are made on working people as the main productive force of society. Production needs workers who possess profound special knowledge, high sophistication, and combine both physical and mental labor closely in their work. It follows from this that the issue of enlarging free time and using it more effectively is, in actuality, a key problem in the development of the main productive force of society.

Free time cannot be studied and planned in isolation from the entire time budget of working people. Many aspects of people's way of life are reflected in this budget: duties, nonmaterial needs and interests, the development of cultural and domestic service, public catering, housing construction, and so on.

At the present time the structuring of rational time budgets that insure comprehensive and harmonious development of the personality is especially timely. This is also linked to a significant degree with long-range development where the questions of substantiating the conditions and primary directions for raising the material and nonmaterial standard of living of the people in the course of building a communist society are on the agenda. An effective time budget is an important tool in long-range planning of a person's nonmaterial needs because it reflects an effective structure of use of non-working and free time that best promotes comprehensive and harmonious development of the working people.

Scientific organizations are just beginning to conduct studies in this area³, although the idea that such developments are needed has already been expressed in the literature.⁴

An effective time budget is independently important, on the one hand, for planning and predicting growth in free time and its effective use, while on the other hand it is an important addition in working out a standard, effective consumer budget that reflects that level and structure of consumption of material goods and services which insures most complete and effective satisfaction of needs and comprehensive development of the individual. In order to plan the development of nonmaterial need it is necessary to study not only actual, concrete expenditures of time by various population groups, but also the desirable, supporting conditions, those which the survey subjects consider best, for study.

³ The results of a study of the issues of devising an effective time budget were published in the book by L. A. Gordon, E. V. Klopov, and L. A. Onikov "Cherty Sotsialisticheskogo Obraza Zhizni: Byt Gorodskikh Rabochikh Vchera, Segodnya, Zavtra" [Aspects of the Socialist Way of Life: the Everyday Life of Urban Workers Yesterday, Today, and Tomorrow], Moscow, 1977.

⁴ See Bolgov, V. I., "Byudzhet Vremeni pri Sotsializme" [Time Budgeting under Socialism], Moscow, 1973; . P. Orlov, "Svobodnoye Vremya i Garmonichnoye Razvitiye Lichnosti" [Free Time and the Harmonious Development of the Personality], Moscow, 1974, and others.

self-education, recreation, entertainment, maintaining health, improving work capability, raising children, and the like. A study of the opinions of the survey subjects concerning how they would like to use their time makes it possible to identify reserves of free time, outline ways to improve its use, take a better substantiated approach to drawing up an effective time budget, and determine the basic lines of action to increase free time in the next 15-20 years.

The time budget, which is a balance account of available time and its uses, is measured by indexes of time expenditures for various types of activity. Indexes of the structure of the time budget are also considered. They are expressed in percentages and describe the proportion of particular types of expenditures in the total amount of available time. Working time, of course, means time spent in labor in public production. Non-working time is the time a person has for other activities outside of public production. Non-working time is, in turn, divided into necessary time and free time. Necessary time includes time expenditures incidental to work in production but not included in working time (travel to and from work, personal care before and after work, the lunch break); time for the satisfaction of physiological needs (sleep, eating, personal care, and the like); time spent caring for children; housework (time spent buying food and nonfood goods, including travel time and time spent in line; cooking food; care of the house, furniture, and appliances; care of clothing, footwear, and white goods, including washing; use of the services of domestic service enterprises, including time spent waiting in line; various types of home labor — labor in the private garden plot, knitting, sewing, and the like). When we subtract working time and the occupied (necessary) part of nonworking time from total available time, the remainder will be free time.

K. Marx defines free time as time "for education, for intellectual development, to fulfill social functions, for comradely intercourse, and for free play of the physical and intellectual powers."⁵ Marx continues, "Real wealth is that time which is not absorbed directly by productive labor but remains free for pleasure, for leisure, as a result of which one finds room for free activities and development."⁶ Finally, making a value judgement of free time, K. Marx emphasizes that in a communist society "The measure of wealth will certainly not be working time, it will be free time."⁷

In the works of V. I. Lenin where he speaks of the goals of the socialist revolution and communist building, the need to reduce working time for the development of the individual personality is emphasized: "Socialism will cut the working day and raise the masses to a new kind of life."⁸

⁵ Marx and Engels, op. cit., Vol 23, p 274.

⁶ Ibid., Vol 26, Pt III, p 264.

⁷ Ibid., Vol 46, Pt II, p 217.

⁸ Lenin, V. I., "Poln. Sobr. Soch." [Complete Works], Vol 33, p 117.

An increase in free time is also essential to the worker "for recreation, for his development, to use his rights as a person, a family member, and a citizen."⁹

Thus we see that free time is a multifaceted concept that covers many aspects of vital human activity. It can be viewed as the time used for physical, mental, and intellectual activity, as a necessary condition for the development of human capabilities, and as a measure of social wealth. In addition, two distinct parts can be identified in free time: leisure time and time for higher activities.

In the most general form the structure of free time may be represented as follows: mental and creative activities (education, self-education, raising qualifications, scientific-technical creativity, and creation of cultural assets); public work; raising children; consumption of cultural assets by individuals (reading newspapers, journals, and books, listening to the radio, watching television, and the like); consumption of cultural assets collectively (attending motion pictures, theaters, concerts, museums, and the like); physical development (engaging in physical training, sports, and touring, and trips out of town); amateur activities (collecting, photography, amateur artistic groups, taking care of flowers, and so on); passive (inactive) rest. In certain cases a part of free time may be used for activity that is detrimental to society (drunkenness).

This structure makes it possible to divide free time into leisure time and time for higher activities. Leisure comprises all the types of activity that contribute to the cultural development of the members of society (consumption of cultural assets individually and collectively, comradely intercourse, amateur occupations, and passive rest). Higher activities comprise the intellectual occupations which insure most vigorous development of the members of a socialist society. This category also includes creative work, public work, study, self-education (not directly related to the job and arising directly from production needs), physical development (regular participation in sports groups), participation in raising children, and the like).

The magnitude and structure of free time depend on a whole series of factors: the length of working time, the place of the particular social group of workers in public production, the nature of the job and working conditions, the place of residence (region of the country), distance between housing and the place of work, domestic and housing condition, and development of the service sphere. Demographic factors (sex, age, family size and composition), educational and cultural level, and family income also influence the magnitude and structure of free time. Therefore, sound planning and prediction of the magnitude and structure of free time necessitates a study of these relationships and identification of the influence of various time expenditures on formation of the comprehensively developed personality, its psychological makeup and physical perfection.

⁹ Ibid., Vol. 2, p 299.

In 1977 the Scientific Research Institute of Labor conducted a survey of the time budgets of more than 4,000 workers, employees, engineering-technical personnel, scientists, teachers at general secondary schools and higher educational institutions, and medical workers in seven regions of the country: Moscow, the Ukraine, Belorussia, Kazakhstan, and East Siberia, including Krasnoyarskiy Kray and the Far East. The study was made at enterprises of various industrial sectors.

A sociological survey of actual and desired time budgets of workers was conducted for five days of a week (three working days and two days off), resulting in more than 20,000 daily time budgets. In addition to the data on actual and desired use of weekly and daily time resources, information was obtained on attendance at motion pictures, theaters, and other cultural establishments, visits to domestic service and public catering enterprises, and the use of vacation time. In addition, time spent for the purchase of food and nonfood goods and the desires of persons surveyed concerning changes in working schedules and reducing work time were identified. The results of the survey show that working people differ in their use of the standard work week.

Table 1. Structure of the Use of the Week by Working People

	Men		Women	
	Hr/Min	Percent	Hr/Min	Percent
Working Time	39-53	23.8	39-47	23.7
Non-Working Time	128-07	76.2	128-13	76.3
Included in above figure:				
Non-Working Time	11-03	6.6	9-58	5.9
Incidental to Production Work				
Housework	14-38	8.7	28-30	17.0
Child Care	1-24	0.8	1-44	1.0
Satisfying Natural and Physiological Needs	63-45	37.9	62-47	37.4
Free Time	37-17	22.2	25-14	15.0
Total	168-0	100.0	168-0	100.0

Table 1 shows that, with equal employment of men and women in production, the structure of use of non-working time differs. This is related in particular to housework, which takes much more time from women than from men.

Table 2 gives data that characterize the amount of time spent each week by men and women for housework and its structure.

From the figures given in Table 2 one may conclude that reducing the time spent preparing food by just one-half would make it possible for women to have about eight hours more of free time a week. Development of the public catering system helps reduce time spent preparing food.

Table 2. Principal Uses of Time for Housework

	Men		Women	
	Hr/Min	Percent	Hr/Min	Percent
Cooking Food	2-11	15.0	9-29	33.3
Washing Dishes after Eating	0-41	4.7	2-21	8.2
Buying Food	2-25	16.5	4-32	15.9
Buying Nonfood Goods	0-52	5.9	1-14	4.3
Care of Rooms and Furniture	2-13	15.2	4-09	14.6
Care of Clothing, White Goods, and Footwear	1-04	7.3	3-02	10.7
Going to Domestic Service Combines	0-15	1.7	0-22	1.3
Other Types of Housework	4-56	33.7	3-20	11.7
Total	14-38	1.0	28-29	100.0

As the study showed, most persons employed at enterprises eat in public dining halls during the noon break: 16 times a month for men and 14 times a month for women. Single men eat in the dining halls almost every day. The reason that public catering does not encompass all working people in production is that many are not satisfied with the quality of food preparation, assortment of dishes, and lines in the dining halls.

Women in small cities who live near the enterprises prefer to eat at home and go to the dining halls at the enterprises just eight times a month. Therefore, in addition to introducing highly mechanized serving lines such as the Effekt and Malyutka, broadening the assortment, and improving the quality of food preparation at public dining halls in enterprises, there must be significant improvement in the organization of public catering at schools. This would allow women to save the time now spent preparing noon meals for children.

The second most time-consuming activity is buying food products.

It is noteworthy that these time expenditures decrease with a rise in educational level. Whereas women with 5-7 years of school spend six hours and 23 minutes a week on this, women with 8-9 years spend five hours, women with secondary education spend four hours and 27 minutes, and women with higher education spend just three hours and 26 minutes a week. On the other hand, these time expenditures increased at greater age. Thus, women 51 years of age and older spend 50 percent more time buying food products than women 25 years of age and under. To a large degree this is because of the increase in family size with age.

As would be expected, the survey showed that a considerably smaller share of the survey subjects used the services of nonfood stores during the week.

During the survey period, 57.8 percent of those surveyed in Moscow visited nonfood stores during the study period and in the Far East it was 38.8 percent. Time expenditures for purchase of nonfood goods are particularly great among single men and women under the age of 25. In Moscow, for example, a single man spends one hour and 40 minutes a week buying nonfood goods and a single woman spends one hour and 43 minutes, while married men and women (two-person family) spend 29 and 49 minutes respectively. Men 25 years of age and under spend one hour and 50 minutes a week buying nonfood goods, while women spend two hours and 10 minutes; women in the age bracket 51-55 years spend just 24 minutes a week on these purchases.

The amount of time spent caring for clothing, white goods, and footwear can be reduced by further advancement of the domestic services sphere. However, as the survey demonstrated, working people are still not using service enterprises adequately. Those surveyed, on the national average, visit laundries 2.2 times a year: 2.4 times for men and 1.7 times for women. They go to dry cleaning establishments 3.4 times a year: 3.4 times for men and 3.3 times for women. To a significant degree the frequency with which domestic service enterprises are used depends on the availability of service enterprises, the capacities, and the quality of work they do. The survey showed that many families do not use the services of laundries because of poor quality work, poor service, great distance between turn-in points and their place of residence, and the considerable length of time required for the work.

There is also a distinct pattern to time expenditures for care of clothing, white goods, and footwear. Women with 5-7 years of education spend five hours and 33 minutes a week caring for clothing, white goods, and footwear, while women with 8-9 years of school spend three hours and 12 minutes, women with secondary education spend two hours and 50 minutes, and women with higher education spend two hours and 57 minutes. Women with more education take more advantage of the services of laundries, which allows them to spend less time taking care of white goods. For example, on the average for all persons surveyed women with 5-7 years of education use laundry services once a year, while women with 8-9 years of school go three times a year, women with secondary education go 10 times, and women with incomplete higher education and college graduates go 12 times a year. The situation is roughly the same with visits to domestic services combines and dry cleaning establishments.

An important step to more fully satisfy public needs for domestic services is coordinating the working schedules of service enterprises and establishments with the work schedules of the employed population and introducing forms of service which save working people the most time (for example, picking up white goods for the laundry and delivering them to the customer's home, preferably during the non-working evening hours).

Another promising practice is where industrial enterprises, organizations, and institutions build facilities for public dining halls, snack bars, purchasing offices, and domestic service shops with their own capital.

The results of the survey of the time budgets of working people made it possible to identify the principal uses and changes in the structure of the use of free time depending on sociodemographic factors such as sex, age, education, and family status. Table 3 gives these figures.

Table 3. Primary Uses of Free Time

	For All Persons Surveyed		Including Men Women			
	Hr/Min	Percent	Hr/Min	Percent	Hr/Min	Percent
	0-42	2.3	0-59	2.6	0-31	2.0
Education and Preparation for Classes	1-34	5.2	2-08	5.7	1-10	4.6
Reading Books and Newspapers	4-15	14.2	5-46	15.6	3-18	13.1
Attending Lectures and Reports	0-10	0.6	0-09	0.4	0-06	0.4
Raising Children	2-19	7.8	2-43	7.3	2-04	8.2
Sports	1-07	3.7	1-51	5.0	0-38	2.5
Listening to the Radio	0-47	2.6	0-57	2.6	0-42	2.7
Watching Television Programs	7-26	25.0	9-24	25.2	6-25	25.4
Attending Movies, Plays, and Other Cultural Events	2-38	8.9	2-33	6.7	2-32	10.0
Walks	3-23	11.4	4-00	10.8	2-57	11.7
Entertaining Guests	3-28	11.7	4-02	10.8	3-04	12.2
Inactive Rest	1-38	5.5	2-08	5.7	1-24	5.6
Amateur Work	0-19	1.1	0-37	1.6	0-23	1.6
Total	29-45	100.0	37-17	100.0	25-14	100.0

The use of free time depends above all on the education of the persons surveyed. For men with 5-7 years of education time expenditures for "higher" activities constitute 17.6 percent, while for men with secondary education they are 39.6 percent, for men with incomplete higher education 59.9 percent, and for college graduates 42.6 percent. The corresponding figures for women are 8.9, 32.1, 51.8, and 36.1 percent.

Analysis of change in the structure of use of free time by working people depending on age allowed us to conclude that as one ages free time decreases and the ways it is used change at the same time. The difference in the amount of free time between men in the youngest and oldest age groups is six hours and 49 minutes, while for women it is eight hours and 12 minutes. Watching television programs is the largest use of free time among all groups surveyed.

There are significant differences in the use of free time depending on the number of children in the family, particularly for women.

For example, women with two children have three hours less free time a week than women with one child. In most cases women take walks with their children and take them on trips out of town, to the woods and beach, to the movies and museums, exhibitions, and sporting events. If this time is included in time expenditures for raising children we will find that women spend 30-40 percent of their free time with the children. No such clear pattern of change in the structure of free time is observed for men with an increase in the number of children. Men with one child (most of them are young) devote a great deal of time to public work, education and raising qualifications, sports, and creative activities and attend cultural and spectator events more frequently. Men with two and three children devote a great deal of time to raising the children, in addition to watching television programs. Thus, women with two children spend three hours and 35 minutes a week raising the children while men spend five hours and 31 minutes.

There are significant differences in the use of free time among working people who belong to different social groups.

Teachers at higher educational institutions (men and women) have the greatest amount of free time because of the special characteristics of their job (shortened working day and significant time expenditures to prepare for classes); men and women employed as scientific researchers have the least free time. Results of the survey testify to the close connection between the nature of people's work and how they spend their free time. Persons engaged in mental labor spend the most free time on education and preparation for classes and reading specialized and artistic literature. The proportion of these time uses in total free time available was 40.3 percent for men who are college teachers, 28.0 percent for scientific researchers, and 21.3 percent for workers; the corresponding figures among women were 52.5 percent, 24.4 percent, and 16.5 percent.

Watching television is the greatest time use among men who are workers (25.4 percent), followed by reading books, newspapers, and magazines, and then entertaining guests and friends. Among women workers the order is only slightly different: watching television programs, entertaining guests and friends, and reading books, newspapers, and magazines. Watching television is fourth and entertaining guests and friends fifth among men who teach at higher educational institutions, while among men who are scientific researchers these activities are second and third with respect to free time used.

Persons engaged in mental labor devote more attention to raising children. For example, men who are workers spend an average of two hours and 36 minutes a week raising the children, while engineering-technical personnel spend three hours and 22 minutes, and college teachers spend five hours and 43 minutes. Engineering-technical

personnel spend the most time visiting cultural establishments. Scientific researchers spend the most time on sports, while men who are engineering-technical personnel and women scientific researchers spend most time on creative activities. It should be observed that the persons surveyed spent little time for public work. The reason is that many do it during working hours.

Insuring comprehensive and harmonious development of the personality requires that we establish a sound proportion of working and free time and construct effective time budgets. An effective time budget is a normative calculation that shows the magnitude and structure of time expenditures in everyday human activities which will insure optimal conditions for comprehensive development and preservation of health and high work capability.

The Scientific Research Institute of Labor has attempted to construct rational time budgets for certain population groups. The time budgets were designed on the basis of the following: (1) norms and standards for consumption of nonmaterial goods and services envisioned by an effective consumer budget (attending motion pictures, plays, and other cultural events, time spent for transportation, going to domestic service enterprises, public catering enterprises, and the like); (2) analysis of the structure of time use and particular forms of activities in the actual and desired time budgets of working people surveyed; (3) study and analysis of the actual and desired structure of use of non-working time by the most skilled workers, engineering-technical personnel, scientific researchers, and teachers; (4) determining relationships in the use of non-working and free time by population groups with different per capita income, educational level, family size and composition, and the like; (5) study of the relationships between development of the service sphere and the use of non-working and free time.

The calculation of an effective time budget was made in two variations. The first variation was based on the supposition that some time in the future the length of working time will be 35 hours a week for all population groups. The second variation (see Table 4 below) assumed that the working day must be shortened first of all for employed women with two or more children of preschool or school age.

With the reduction of working time to 35 hours a week for women with children only, as provided in the effective budget, men and women with families will have the same amount of free time. The amount of free time depends basically on time spent on housework. Time spent for housework by family men and women in the effective budget is not equal, but the difference is minimized. In the effective budget time expenditures on housework for men are cut just five hours a week compared to actual expenditures, while for women the reduction is 17 hours. Time spent for satisfaction and natural and physiological needs in the effective time budget is close to the desired figure for married and single women, one hour and 20 minutes more than desired for men with families, and

Table 4. Effective Budget (hours/minutes a week)

	Single		Married with Two Children	
	Men	Women	Men	Women
Working Time	39-00	39-00	39-00	35-00
Non-Working Time	129-00	129-00	129-00	133-00
Included in above:				
Non-Working Time Incidental to Production Work	9-10	7-30	10-50	9-10
Satisfaction of Natural and Physiological Needs	64-05	65-35	64-15	65-45
Housework	8-55	10-45	10-15	14-30
Child Care	-	-	1-45	2-00
Free Time	46-50	45-10	41-55	41-35

two hours and 30 minutes more than desired for single men. Non-working time incidental to production work was found to be approximately at the desired level, except that it did not change compared to actual expenditures for women with families.

Construction of an effective time budget does not presuppose a mechanical leveling out of the nonmaterial needs of people within the time framework set by this budget. On the contrary, effective satisfaction of growing nonmaterial needs in conformity with individual tastes and wants is envisioned. The effective time budget is a kind of generalized guideline for use of available time in the future. It gives an idea of the scope of material and nonmaterial needs. The effective time budget can be used in planning and forecasting many facets of the socialist way of life because it presents and defines (in time form) the basic human needs with respect to spending time every day.

At the same time it must be noted that the effective norms for use of non-working and free time that have been obtained are not precisely defined figures that are set once and for all. On the one hand, the accumulation of experience and generalization of economic and cultural advances influence the formation of our ideas concerning effective use of time. Therefore, the norms which we are discussing will become more refined and better substantiated, and the range of time expenditures encompassed by them will steadily increase. On the other hand, human needs themselves are not constant; they change through the influence of many socioeconomic factors. Therefore, the norms for time expenditures should be constantly refined and modified. The development of effective time budgets is a continuous process.

Free time can be increased in two ways: by reducing working time and by using non-working time more efficiently. In recent years a definite point of view has formed which says that the most economical and efficient reserves for increasing free time over the long run are not

reducing working time, but rather cutting inefficient expenditures of non-working time, above all time spent maintaining the household and time incidental to the production job.

A significant decrease in time spent maintaining the household should be achieved not only by mechanization and electrification of household activities, but also by turning over as many household functions of the individual to large public enterprises (dining halls, laundries, and domestic service combines) as possible. This means developing public forms of satisfying the domestic needs of families. This requires expansion and comprehensive improvement of the activities of trade, public catering, and domestic service enterprises.

Reduction in time spent incidental to the production job should be achieved primarily by reducing travel time to and from work. This can be done by giving employees housing close to the enterprises or by improving the operation of urban transportation.

Time expenditures for satisfaction of natural and physiological needs will be made effective by insuring normal (scientifically established) time for sleeping, eating, and personal care.

Free time is considered to have been used effectively if it was used for adding to general and specialized knowledge, raising qualifications and developing individual creative capabilities, voluntary participation in public life, development of esthetic tastes, moral and physical improvement, intelligent entertainment, and useful rest. Time spent raising children should also be included here. Effective budgeting of free time should aim at increasing time spent pursuing "higher" activities and reducing time spent for simple leisure. Within the leisure category there should be greater use of time for activities such as reading books, magazines, and newspapers, attending movies and plays, and amateur occupations, which promote personal cultural development. In the future leisure, in its functional purpose, will be closer and closer to "higher" activities because the process of individual self-expression and creativity will increasingly predominate in it. However, this does not mean that a person will devote all his or her free time to creative activities. A normal person must have a certain amount of recreation, but it should be more active recreation. Every person needs to change activities; this promotes vigorous, creative, comprehensive development of the individual and physical improvement.

Thus, free time can be used effectively only where certain objective and subjective conditions are met: if people themselves select the types of activity which best promote their comprehensive development and if society offers them an opportunity to carry out these activities most fully. There are two important problems in this connection. In the first place, there must be an adequate number of cultural-educational and sports facilities, that is, an appropriate material base, for effective use of free time. In the second place, there must be broad

propaganda for the value of effective use of free time so that everyone understands that how they spend their free time is not just a personal concern. It is a concern of the whole society, of the whole state.

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

GREATER USE OF SUPPLEMENTARY FORMS OF EMPLOYMENT URGED

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[Article by A. Novitskiy, candidate of economic sciences: "Additional Sources of Labor"]

[Text] The ever-growing need of the national economy for labor in a situation where the country's labor resources are to some extent limited increases the importance of the intensive factors that raise the efficiency of public production and necessitates a search for additional reserves to enlist the able-bodied population in public production and use this labor more rationally. Balance between the development of public production and available labor resources will continue to be secured both through the primary factor, accelerated growth in labor productivity¹, and through extensive factors, above all putting young people to work.

The changed situation with formation of labor resources and shortage of labor demand broader use of additional sources of labor, that is, drawing on several groups for work in public production: unemployed persons of pension age or disability pensioners; persons employed in the home and private subsidiary operations; extension students at higher educational institutions; working people who desire to combine a second job with their primary one.

In 1976 these additional sources of labor accounted for about 8-9 percent of the total number of workers and employees engaged in public production in the RSFSR economy. However, the utilization of these sources has not yet been exhausted. There are many reasons for this: underestimation of this part of potential labor resources; lack of incentive for enterprises and organizations to use supplementary sources

¹Growth in the productivity of public labor in the RSFSR in just 1971-1975 secured a labor savings of 11 million persons; in 1976 the figure was 2 million (see "Narodnoye Khozyaystvo RSFSR za 60 Let" [The RSFSR Economy over 60 Years], Moscow, 1977, p 26).

of labor; inadequate notification to pensioners, disabled persons, and other groups concerning the benefits and possibilities of job placement, and others. The introduction of special organizational forms of employment has not yet received the necessary development. This means shortened working days, home conditions, and other forms of employment such as labor detachments, involving students in the daytime divisions of schools in public labor, and combining jobs.²

By using new organizational forms of employment and developing and improving them more than 5 million additional people were brought into the RSFSR economy in 1977 according to an estimate by the Central Scientific Research Laboratory of Labor Resources (TsNILTR) of the RSFSR State Committee for Labor. Converted to full workdays this was more than 1 million people, or 17 percent of additional sources of labor. This broke down as follows: 55 percent by combining jobs, 26 percent from labor semesters (quarters) for school children, 13 percent for incomplete working days and weeks, and six percent for work at home (calculated by time worked).

The development of special organizational forms of employment follows from the very essence of the production relations of a socialist society, giving rise to the possibility and necessity of full employment. The socialist state endeavors not only to employ the able-bodied population fully with due regard for its sociodemographic structure, but also to get the maximum economic impact from its labor in the interests of society and of each citizen. The development of special organizational forms of employment in the current phase not only promotes solutions to a number of problems of the socialist economy, but also characterizes the growing capabilities of the state to establish and insure realistic conditions to satisfy the demand for the labor of certain population groups (old age pensioners, disabled persons, students in daytime divisions, and the like).

Each of the special organizational forms of employment demands consideration, even if it is brief.

Incomplete Working Time

In our economy, with its full employment of the population and absence of unemployment, labor on an incomplete work schedule is a form of

²In addition to the special organizational forms of employment there are the types of employment of labor resources which we classify in four groups: (1) employed in the national economy or the sphere of public labor (workers, employees, and kolkhoz members); (2) employed in the sphere of private labor (employed in private subsidiary units and in the home, plus peasants and artisans working on their own); (3) employed in the education sphere (students of daytime divisions); (4) employed in the Soviet Army (service personnel).

labor activity freely chosen by a certain part of the population, persons with limited work capability or unable to put in a full working day. The situation in our economy is different from that under capitalism, where this is primarily a concealed form of unemployment.

The wisdom of using and developing part-time labor on a home work basis is determined in each particular case by various circumstances such as specific features of the sector, the degree of availability of labor resources, and the like. In regions of labor scarcity, for example, involving different groups of the unemployed population in public production will first of all mitigate the labor shortage. In regions with surplus labor it is advisable to use the labor of pensioners and disabled persons with some work capability in the easier work sectors in order to free workers with full capabilities for use in other sectors or other regions.

The right of citizens of our country to part-time employment is fixed in labor legislation and meets the interests of public production and of the working people themselves. This form of employment has the following distinctive features: it is chosen voluntarily; wages are paid proportional to time worked or depending on output (the chief economic feature that distinguishes the incomplete working day from the shortened working day); the length of working time for persons seeking a job with an incomplete work day or work week is determined by the administration with the consent of the worker or employee (persons enrolled for jobs following decisions of medical commissions for the determination of disability are an exception); for an employee engaged in part-time labor this work in public production is the regular and, ordinarily, only job, unlike the situation with combining jobs. Persons working on part-time schedules enjoy all the social rights and benefits envisioned for ordinary working people.

The labor of part-time employees began to be used in our country in the early 1960's at enterprises experiencing a critical shortage of labor. By 1977 there were about 260,000 employees in the RSFSR alone in this form of employment, 0.4 percent of the total number of employed persons. Of this number 33 percent were old-age pensioners, 16 percent disability pensioners, 15 percent daytime students, and the remaining 36 percent primarily housewives. This form of employment is usually (about two-thirds) used in the sectors of the service sphere (communications, domestic services, trade, public catering, public health, public education, and culture) and about one-third in light, food, and local industry and certain other sectors of material production.

Studies conducted by TsNILTR at enterprises and organizations that use part-time labor showed that qualitative indexes improve with the introduction of this organizational form of employment. Thus, the average hourly productivity of the labor of workers employed on a part-time basis at domestic service enterprises is 7-8 percent higher than for workers in similar occupations on a full-time working day. At enterprises of local and light industry the use efficiency of available

equipment rises about 25-30 percent with the introduction of part-time work and worker mobility is cut 10-15 percent by reducing the number of discharges for family reasons.

A questionnaire survey conducted by TsNILTR showed that a large majority of the pensioners employed in public production on a part-time basis cannot or do not want to work full-time for various reasons: poor health (66.9 percent in the service sphere and 72.2 percent in industry); employment at home, in a private subsidiary enterprise, care of children and grandchildren, and care of sick family members — about 10 percent; studies — 1.6 percent (in industry; these are chiefly young disabled persons), and others.

The need for additional earnings is an important factor, but not the only one, influencing a pensioner deciding on the length of his working time. In the service sphere 45.6 percent of the employees indicated nonmaterial factors (need for daily labor, love of the specialization, and desire to be in a collective), while in industry it was 38.6 percent. This percentage is much higher among men than women (the corresponding figures for men and women in the service sphere are 53.4 and 39.2 percent, while in industry they are 55.6 percent and 23.6 percent). The reason for this is that women of pension age have more work at home.

Differences in reasons for employment are conditioned primarily by the level of material well-being of the family. According to data from the survey, more than half of the employees in the group under consideration have an average monthly income per family member of 70 rubles (54.7 percent of those employed in industry and 55.1 percent in the service sphere). Generally these are the people whose participation in public production is motivated by a need for additional income. One of the important factors influencing the degree of participation of pensioners in public production, especially on a part-time basis, is the possibility of finding a job near home.

Sociological studies of the population not employed in public production made for the nine regions of the RSFSR have made it possible to determine the approximate ratio of persons desiring work in the sectors of industry and the service sphere. For example, of the old-age pensioners 41 percent want to work part-time in industry and 59 percent in the service sphere.

A summary of accumulated experience shows that a number of factors are holding back the spread of part-time employment, and the chief one is that the enterprises and organizations themselves have no economic incentive to use it. There are cases where certain managers of sectorial administrations, enterprises, organizations, and institutions are unaware of the right of citizens to hold jobs with an incomplete work day or week, the privileges granted to them by the government, and the characteristics by which a particular category of working people should be classified as part-time workers. Information on

enterprise needs for workers in this category is frequently not delivered to labor agencies. Sometimes an enterprise administration, particularly in the service sphere where employees have access to money and material assets, deliberately opposes the spread of this form of employment because materially accountable people do not want to establish or expand brigades with part-time workers since this involves considerable additional trouble selecting working teams, making up work schedules, and the like.

Another important factor that is holding back broad development of this form of employment is poor work by the information services of labor agencies among the population to publicize steps taken by the government in this matter and the privileges granted to workers on an incomplete working day or week. According to data from a sample survey taken by TsNILTR covering almost 7,000 persons in different groups of the able bodied population, only 54 percent were aware of the possibility and conditions of work with an incomplete work day or week; this included 55 percent of the pensioners, 46 percent of the disabled persons; 62 percent of college students, 73 percent of students at tekhnikums, and 70 percent of housewives.

Many managers of enterprises and organizations believe that using part-time labor lowers productivity and worsens labor discipline, makes the adaptation of workers more difficult, diminishes their sense of responsibility for fulfillment of enterprise tasks, makes control more difficult, hinders the establishment of efficient cooperation among employees on full-time and part-time schedules, and obstructs indoctrination work and activities to raise qualifications. Some managers think it is impossible to use part-time labor in shops and sections that employ the conveyor method of work (sewing clothing, footwear, and the like).

In our opinion, the negative attitude toward this form of employment can be explained completely by the fact that the managers of enterprises, organizations, and institutions do not have a very clear idea of its socioeconomic importance and are unaware of beneficial experience with the organization and efficiency of this work at other enterprises.³

A comprehensive evaluation of the factors that influence the situation of persons working on a part-time basis testifies to the need to take steps to oblige enterprises and organizations to make broader use of this form of employment, in particular for housewives who have young children. This need was pointed to directly by the 25th CPSU Congress,

³Concerning this, see "Problemy Napolnogo Rabochego Vremeni i Zanyatost' Naseleniya" [Problems of Part-Time Work and Employment of the Population], edited by A. Z. Maykov and A. G. Novitskiy, Moscow, 1975.

which envisioned "creating broader opportunities for women with children to work on an incomplete work day or work week."⁴ This goal follows completely from the fact that the "party considers it a duty to constantly look after women and improve their status as participants in the labor process, mothers who raise children, and housewives."⁵

A statute on conditions and procedures for the use of part-time labor, which is being developed by the sectorial ministries, should also play a large part. In addition to legal questions and questions of economic organization this statute must determine the sectors, shops, sections, and specializations in which it is most efficient to use this form of employment. It is advisable in this case to establish a procedure for the use of part-time labor both at individual work positions and in semishift-type brigades with due regard for the specific features of the different groups of the able-bodied population such as age and physiological characteristics, labor skills, qualifications, and the like.

Home Labor

Work at home is an organizational form of employment for persons who, owing to family circumstances, state of health, or other factors, cannot work in production, even on a part-time basis. V. I. Lenin viewed work at home as a special form of social organization of labor and production with a certain socioeconomic meaning determined by concrete historical conditions.⁶ Under socialism the objective necessity of work at home arises primarily from the principle of universal employment and is related to the need to find and develop supplementary forms of involving certain population groups who can only work under special conditions in public production. Socialist society granted persons employed on a home work basis all the social rights enjoyed by working people of our country. Organizing labor under home conditions has a definite economic impact because it makes it possible to increase production, expand the assortment of output, and make fuller use of local raw material resources without significant capital investment and time expenditures for the construction of new production areas, maintenance of additional administrative and production personnel, and so on.

The characteristic features of this form of labor organization are the following: people employed on a home work basis do their work in their own home, personally or with the participation of family members, using materials allocated by the administration of the enterprise or

⁴ "Materialy XXV S"yezda KPSS" [Materials of the 25th CPSU Congress], Moscow, 1976, p 217.

⁵ Ibid., p 85.

⁶ See Lenin, V. I., "Poln. Sobr. Soch." [Complete Works], Vol 2, p 399; Vol 3, p 328.

organization at the place of work or purchased with money allocated by the administration; the working time of home workers is not strictly regulated — they are free to establish their own hours. This enables elderly and disabled persons to combine periods of work and rest efficiently and allows women to combine the outside job with management of the home and raising children. Although the length of working time for home workers is not rigidly established, it is indirectly regulated by the enterprises when they plan the production load taking due account of the physiological characteristics of groups of employees and the extent of their responsibilities in the personal sphere.

In recent years a number of directives have come out that have outlined a broad program to use the labor of certain population groups (old age and disability pensioners and others) more energetically on a home work basis. As a result, the number of persons engaged in labor at home in the RSFSR in 1977 was, according to a TsNILTR estimate, about 115,000-120,000. Home work has developed most extensively in local industry. At the present time about 100,000 home workers are employed in this system in the RSFSR alone, including the enterprises of folk art masters, and they are producing more than 1 billion rubles of output in the 10th Five-Year Plan. The cost of organizing and creating a work position using the home work form is half the average cost for a work position in local industry.

The results of analyzing the production activity of enterprises which have accumulated useful experience in this type of employment and have a high percentage in home workers in the total number of employees testify to the economic and social efficiency of this form of employment. These enterprises are overfulfilling plan assignments for the basic indexes of economic activity: volume and sale of output, labor productivity, and profitability. Articles made by home workers are generally very good in quality and are in great demand not only among the people of our country but also abroad.

To study the socioeconomic efficiency of employment on a home work basis, the qualitative composition of the workers, and issues of the organization of work at home, TsNILTR carried out a sample sociological survey at enterprises of local industry and folk art shops (73 percent of those surveyed) and domestic service enterprises (27 percent) in seven oblasts and krays of the RSFSR. Of those surveyed 39 percent (1,200) were old-age pensioners, 16 percent were disabled persons, and 37 percent were able-bodied persons of working age, primarily housewives. Women constituted 91 percent of all persons questioned. The survey established the following specific fact: the most common reasons that persons working at home cannot work directly at an enterprise are lowered work capability as the result of health (42 percent) and because of child care and home management (40 percent). However, these people do feel a necessity or need to work, usually in order to receive additional income (64 percent). Home workers whose job at home is their only or primary source of income involve other family

members in the work (10 percent), and therefore they indicate more hours worked than they themselves have actually worked, which, of course, gives higher final indexes. Nonetheless, the length of the working day (and labor productivity) is ordinarily much less than usual, so their earnings are also lower.

Earnings fluctuate depending on the amount and quality of output produced. More than one-third of the home workers surveyed earn less than 30 rubles, 26.5 percent earn 30-49 rubles, 19 percent earn 70-89 rubles, seven percent earn more than 90 rubles, and 1.5 percent did not state.

Despite accumulated favorable experience, employment at home as one of the forms of involving additional sources of labor in public production has not yet spread adequately. The main thing holding back development of this form of employment is not so much objective factors such as the shortage of raw material or specialized transportation as it is the lack of initiative required in local areas to set up home labor combines and associations. Light industry, the domestic service system, and the auxiliary units of kolkhozes and sovkhozes (particularly between seasons) have significant opportunities to involve additional labor in work at home.

One of the important conditions for improving the use of home labor must be consistent improvement in material incentive for this group of workers. At the present time cases are often observed where the low level of earnings of home workers is tied not only to their lower labor productivity owing to health or housework but also has to do with organizational factors that depend on the enterprise administration (down-time caused by lack of raw material, failure to repair equipment on time, production of unprofitable types of output, and the like). The managers of many enterprises still are not taking advantage of all the opportunities that exist to expand home work and use it more rationally. According to information from the TsNILTR survey, only 23 percent of all those questioned received special equipment or devices from the enterprise to make their work easier. Less than half of the home workers surveyed have means of transportation to deliver raw materials and pick up finished output. Little attention is given to raising their qualifications; just 17 percent of those surveyed have raised their qualifications.

Little work is being done to expand the assortment of articles produced at home, especially among men, whereas already today home workers are increasingly striving for highly skilled occupations. The service sphere and industry still have many unused possibilities of satisfying this aspiration (repair and assembly of electrical and radio parts, clocks, and telephones, mechanical drawing, design, and calculation work, translations, tutoring, editing, and others). It is important to involve planning and design bureaus in expanding the range of jobs done at home and they can at the same time look after the introduction of devices, tools, and equipment that facilitate the labor of home workers.

To involve more unemployed old-age pensioners and other persons in work at home it is advisable for enterprises and sectorial administrations first of all to work out a detailed list of types of production and articles suitable for home labor and regularly notify the bureaus for job placement and public information concerning work positions open and working conditions for home workers. The time has come to define this form of employment in the Labor Code and work out a uniform all-Union legal statute on the use of the labor of home workers to regulate their labor for the national economy as a whole with due regard for the current characteristics of development of home work. In the RSFSR the activities of home workers today are still regulated by the 15 November 1928 decree of the RSFSR Soviet of People's Commissars entitled "Working Conditions for Apartment Workers."⁷

Experience using the labor of home workers shows that the most rational form of organization is home labor combines, associations, and factories with extensive systems of branches and receiving points in cities with rayon jurisdiction and in rural areas. These combines, both specialized and multisectorial, should be set up in every oblast, kray, and autonomous republic. This would make it possible to use local raw materials and labor resources more fully with due regard for specific national features, especially in regions with a high percentage of persons not employed in public production and non-mobile population groups.

Combining Jobs

Combining jobs is a special organizational form of employment where working people, in addition to the primary job and outside the normal-length working day, voluntarily perform another regular paid job in conformity with the needs of society. The difference between this form of employment and those considered above is that persons who have combined jobs, while not increasing the total size of the labor force, nonetheless act as one of the extensive factors of economic development, reducing the labor shortage at enterprises and organizations.

The debate is still going on about whether to consider the act of combining jobs a positive development or exclusively as a temporary, transitional measure forced upon us entirely by the shortage of labor. We believe that differentiation is required to solve this problem. The objective fact that combining jobs exists as a socioeconomic phenomenon and the interest of state enterprises in the use of various additional sources of labor, on the one hand, and the interest of some workers and employees in combining jobs, on the other, necessitate a multifaceted socioeconomic analysis of combining jobs. The scale of combining jobs was restricted and made rigid in the period when our economy had practically unlimited labor resources. In recent years, in connection with the shortage of labor in certain regions of the country, the wisdom of strictly limiting combining jobs has largely ended.

⁷See "Normativnyye Akty po Ispol'zovaniyu Trudovykh Resursov" [Normative Documents on the Use of Labor Resources], Moscow, 1972, 570 pp.

Research results showed that the total number of workers holding two jobs on 1 January 1977 was about 1.7 million in the USSR. This phenomenon is most highly developed in the Baltic republics. Workers holding two jobs account for about seven percent of the total number of persons employed in the Latvian economy, while in Uzbekistan and Turkmenistan they are slightly more than one percent. The RSFSR had 1.2 million workers combining jobs, which was 1.7 percent of the total number of persons employed in the economy.

For a number of objective and subjective reasons combining jobs has not spread evenly in different sectors of the economy. The proportion of workers with two jobs is highest in the service sectors such as trade and public catering (an average of four percent), education (6.6 percent), and cultural institutions (eight percent). Overall the non-production sphere accounts for 75 percent of all workers holding two jobs. These workers come from groups that differ by social, occupational skill, and age-and-sex composition. In general they are the most energetic and highly skilled workers.

A sample survey conducted by TsNILTR among workers holding two jobs showed that this is related not only to enterprise and establishment needs for workers in various occupations and specializations but also to the need of a significant number of highly skilled workers for additional creative labor. At the present time, about 30 percent of the workers holding two jobs are working more for nonmaterial reasons than reasons of economic interest. The role of combining jobs in the system of worker training is especially interesting. It would obviously be better if classes in many subjects at higher educational institutions were given by skilled specialists who are engaged in practical work on the corresponding problems, scientific researchers from academy institutions who have taken second jobs teaching. Combining jobs promotes interaction among scientists, specialists, and production workers and they mutually enrich one another. Combining jobs is beneficial not only because it promotes the normal functioning of public production by partially providing particular economic sectors with labor but also because it satisfies the need of certain groups of workers for additional labor for appropriate pay and raises the well-being of the employees and their families.

We believe the time has come to work out a legal statute on combining jobs and to add it to the Labor Code in the established manner. It would be advisable for such a statute to stipulate that the process of combining jobs is defined by sectorial departments based on a special list of occupations that has been reconciled with the trade unions.

Labor Semester or Quarter for Students

Increasing the labor activism of students is economically important and satisfies the demands of the 25th CPSU Congress concerning the unity of ideological, political, labor, and moral indoctrination.

Each year the number of young people admitted for study at higher educational institutions, teknikums, and general educational schools with leave from production increases. Between 1940 and 1976 the number of students in grades 9-11 at general educational schools in the USSR increased 5.2 times, students in daytime secondary specialized schools increased 3.5 times, and students in daytime divisions of higher educational institutions increased 4.5 times. The rise in the general educational level of the population under conditions of developed socialism as a stable and progressive trend toward growth and the quality of labor resources should be taken into account more fully in forecasting employment in the economy and drawing up balance calculations of labor by sectors and territories.

Specifically, it must be kept in mind that the increase in the number of student youth leads to a reduction, where other conditions are equal, in the length of participation by the given generation in labor activity. Already today the average age at beginning work has reached about 19-20 years, which is 2-3 years more than 10 years ago. This tendency will remain in force in the future.

Various forms of labor activity by daytime students in their free time occupy a special place among special organizational forms of employment. The group of persons with two occupations should include daytime students who work: students at higher educational institutions, teknikums, and vocational-technical schools and students in grades 8-11 at general educational schools. The total number of students in these groups in 1977 was 14.8 million.

We have identified the following primary organizational forms of employment for this group: 1) practical production training; 2) student detachments (third labor semester); 3) labor associations of senior students (fifth labor quarter); 4) unplanned student and school detachments; 5) individual participation in public production at personal initiative at various seasons.

Alongside the significant contribution made to development of the economy by student and school detachments, the labor of student youth in their free time is becoming an important part of the training and indoctrination of modern specialists. It gives them a more conscious, communist attitude toward labor and significantly supplements the educational process by teaching an activist posture in life and helping the future specialists gain a practical education.

According to rough calculations about 100,000 college and secondary students work in the RSFSR economy alone during school time each year, including about 47,000 employed on a part-time basis or for home work. However, the most widespread and popular form of employment for daytime college and secondary students is the labor semester during summer vacation. In 1977 almost 720,000 students worked in the all-Union Student Detachment in the oblasts, krays, and republics of our country. The total worth of construction work done by them and output produced in various economic sectors was more than 1 billion rubles.

In recent years so-called specialized student detachments have become widespread alongside the traditional construction detachments. The specialized detachments work in agriculture, as railroad conductors, and in medicine, trade, and elsewhere. This is a qualitatively new stage in the advance of the student detachment movement and offers broad opportunities for more rational use of the labor of student youth in conformity with their educational specializations. The number of students in specialized non-construction detachments in 1977 was significant, almost 42 percent.

In the immediate future their activities should develop and take shape depending on the future specialization, and this means that the share of non-construction detachments will increase.

As survey results indicate, the possibilities of raising the labor activism of student youth during summer vacation are far from being exhausted. In our opinion, this additional source of labor can be increased qualitatively and quantitatively, above all by removing restrictions that prevent students at higher educational institutions and teknikums from participating in the labor semester and by broader involvement of students from vocational-technical schools and the older students at general educational schools in these detachments (at the present time this group does not account for more than 10 percent of the total number). In addition, we feel that, where advisable, practical training should be combined with labor in student detachments more broadly than now done.

At the present time these detachments are assigned to economic sites without the participation of local labor agencies. As a result the dimensions of enterprises' true need for additional labor and opportunities to use it are not always taken into account. Involving the agencies of the State Committee for Labor and Social Problems which exercise the right of state supervision over the use of labor in solving these problems would help raise the efficiency of labor of student youth.

Labor detachments of older students and summer Komsomol-youth camps for labor and recreation must be expanded. The use of student labor, especially during the summer, is extremely important and necessary because it coincides with the period of summer vacations for working people. According to calculations by TsNITLR, the number of daytime students that could be involved in productive labor if appropriate conditions were established can be increased by 2-2.5 times.

Thus, broad use of additional sources of labor with different organizational forms of employment will promote fuller use of labor resources in public production.

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

IMPROVED VOCATIONAL TRAINING CALLED FOR

Moscow PROFESSIONAL'NO-TEKHNICHESKOYE OBRAZOVANIYE No 6, Jun 79 pp 28-29

[Article by L. Kostin, First Deputy Chairman on the USSR State Committee for Labor and Social Problems, Doctor of Economics: "Improve Workers' Vocational Training"]

[Text] The Soviet people are toiling unremittingly to implement the broad program of the country's economic and social development which was adopted by the 25th Congress of the CPSU. Increasing production efficiency and work quality constitute the basic problem of the Party's economic policy at the present stage, along with the strategic thrust of developing the economy. All this requires a further raising of the level of personnel skills in all sectors and spheres of activity, as well as the improvement of their vocational training.

The Communist Party and the Soviet government have always paid and still do pay a great deal of attention to guaranteeing a supply of skilled workers to the national economy. During the last few years a number of important decisions have been taken, directed at improving the vocational training of working personnel.

Along with improving the system of vocational-technical education, which has become the basic school for training skilled workers in our country, there has been further development of vocational training for workers in enterprises. This has been brought about by the fact that in the next few years meeting the demands of the national economy for personnel will, to a large degree, be ensured by their training, re-training, and increasing their skills directly on the job.

At the present time many ministries, departments, associations, and organizations have accumulated positive experience in this area. The most progressive and effective course-type of training has become widespread at enterprises of the Ministries of Instrument Making, Ferrous Metallurgy, Coal, Aviation, and Automotive Industries, Installation and Special Construction Work. In order to train personnel on the job, a large network of educational and educational-course combines and points have been created, educational

study rooms, educational-production-line workshops have been organized and equipped, staffs of instructors specialized in certain subjects have been selected, as well as instructors of on-the-job training, and workshop organizers.

However, there are still quite a few shortcomings and unresolved problems in workers' vocational training. The study of the status of on-the-job personnel training which was conducted by the USSR State Committee for Labor and Social Problems jointly with republic and local bodies on labor and ministries indicates that at many enterprises an exact system of training workers and increasing their skills has not been created. Training is often conducted at a low level, on obsolete equipment, without taking progressive methods of production and labor into consideration. There are substantial shortcomings in the selection and training of lecturers and instructors in on-the-job training. At many enterprises the necessary conditions for the normal organization of the educational process have not been created--there is no educational-on-the-job facility, there is a lack of textbooks, visual aids, and technical means of instruction. Most of the enterprises and organizations make insufficient use of the potentials of vocational-technical educational institutions for conducting the theoretical instruction of workers in them.

Analysis of the status of training and increasing workers' skills directly on the job is more and more convinced of the need to significantly raise the quality of vocational training and primarily by means of further improving theoretical training. Instances are now frequent where vocational training leads to the development in workers of narrow, practical skills without the necessary theoretical knowledge. But meanwhile in present-day production there is being manifested more and more clearly a tendency to turn out workers with a broad range of skills, possessing profound and diverse, general education, as well as general technical and special knowledge. This allows them to raise their own skills more successfully, to master related jobs and specialties, and by means of advanced devices and labor methods to achieve higher production indicators.

As has already been noted, the development of course-type training is directly dependent on the status of the on-the-job training facility, the presence within it of educational sub-divisions such as educational, educational course-type combines, educational points, and others. In connection with this we consider it necessary in designing new and reconstructing existing enterprises to provide for the creation of a necessary educational-materials base for training and increasing the skills of personnel on the job, depending on the number of workers and the characteristics of the sector. Such additions must be introduced into construction norms and regulations.

Of enormous importance for the growth of labor productivity and production efficiency, as well as for manpower savings, is the systematic increase of personnel skills. Moreover, it is very important that the ever-growing scope of this work be combined with the increase of its quality, with the improvement of its organization and training methods.

At the present time the increase of skills is being carried out in various courses--of a production-line-technical, goal-oriented nature, as well as in schools of advanced labor methods, etc. In recent years, as a whole throughout the national economy, more than 12 million workers have annually increased their skills.

It must be noted that the range of workers' training in various forms of increasing skills is far from uniform in the Union republics. If in the RSFSR, the Ukrainian, Belorussian, and Moldavian SSR's this indicator exceeds the average level for the national economy as a whole, in the Georgian, Estonian, Azerbaijan, Armenian, Tadzhik, and Turkmen Union republics it is considerably less than the average.

One of the important tasks in increasing labor efficiency and work quality is the mastery by the workers of the advanced labor methods being carried out in the enterprises and in the organizations and schools which are being created for this purpose. Their effectiveness has been proved by practice. Millions of outstanding production workers who know how to and want to transmit their own experience are employed in the national economy. Nevertheless, certain ministries, departments, associations, enterprises, and organizations are still making insufficient use of this effective form of increasing skills. Throughout the entire national economy in 1978 only 2.4 percent of the workers studied the labor devices and methods of outstanding production workers and innovators in these schools.

In our opinion, a great deal of help in training workers in advanced labor methods could be rendered by central and local television.

An important role in raising labor productivity and improving the use of equipment is also played by courses which train the workers in second, related jobs. Their more extensive organization facilitates the reduction of the number of employees in existing enterprises, the turnover of working personnel, etc.

Under present-day conditions more and more importance is being attained by the improvement of the planning of on-the-job personnel vocational training, by its closer coordination with the changes in equipment, technology, labor organization, and production. Study of the practice of planning the vocational, on-the-job training of workers have shown that frequently the indicators with respect to the training of personnel at enterprises and in organizations are planned proceeding from the level already achieved, without conducting the necessary calculations and groundwork. As a result the plans for personnel training are fulfilled and over-fulfilled, but the need for skilled workers is not completely met, and the gap remains between the level of the work skills and those of the workers. That is why it is necessary that the plans for training workers and increasing their skills in various forms of instruction be established for associations and enterprises, proceeding from the need to fully satisfy the requirements for skilled personnel. In planning and fulfilling plans particular attention must be paid to increasing women's skills.

One of the problems, the solution to which exerts a notable influence on the quality of personnel instruction, is that of methods guidance and educational-methods guaranteeing of the system of on-the-job vocational training of personnel. Study and summing-up of educational-methods work at enterprises of ferrous metallurgy, the coal, chemical, petroleum, and meat-and-dairy branches of industry in the area of on-the-job training and increasing the skills of personnel have shown that at the present time an integrated system of educational-methods guidance of this important work has not yet taken shape in the country's branches. Branch educational-methods bodies dealing with on-the-job training for workers are diverse both as to their structure as well as with respect to the functions which they perform. Analysis of the curricula being worked out in the branches shows that they allow an unjustifiable amount of duplication, particularly in the occupations of builders, fitters, electrician-fitters, machine operators, transport drivers, and equipment adjusters. It is obviously high time to reinforce the coordination of this work, to determine the chief ministries and to impose upon them the responsibility for producing programs and ensuring by means of them an educational course network for other branches of industry, which will not only eliminate duplication in their development but will also considerably increase the quality of the programs. The deciding word in this matter belongs to the USSR State Committee for Vocational and Technical Education.

I would like to touch upon one more problem of some importance. At the present time we do not have at our disposal a scientifically grounded classification of workers' occupations by the categories of highly skilled, skilled, low-skilled, and unskilled labor. The presence of such a generally recognized classification of workers' occupations will allow us to have a skills structure of working personnel which will be comparable for all sectors of the national economy. Based upon it, we could develop an integrated catalog of the occupations of skilled workers with an indication for each occupation of the possible ways, forms, and time periods of vocational training, the minimal level of skills to be attained, with consideration being given to the requirements of sex, age, and general education of the workers. The solution of this problem depends upon the joint efforts of scientists and experienced workers.

It would also be feasible to create for training purposes a more enlarged list of occupations which would considerably standardize curricular documentation as well as create the prerequisites for planning the training of workers by occupations. Directly dependent on the solution to this problem is the task of making more extensive utilization in training workers of evening (shift) vocational technical schools and evening divisions (groups) at day vocational-technical educational institutions. One of the reasons for the insufficient utilization of these educational institutions consists of the more prolonged training time periods in comparison with the time periods established by the educational programs for training workers directly on the job. Regularizing the training time periods would allow the utilization of these educational institutions to be significantly expanded.

Other problems with respect to workers' vocational training also need to be solved.

The time has come to review the Model Statute on workers' training and increasing their skills directly on the job, inasmuch as many of its articles have become obsolete.

The successful implementation of the measures cited by us for improving workers' vocational training on the job will facilitate the increase of labor efficiency and work quality as well as the carrying out of plans for the country's economic and social development.

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

WAGE INCREASE TO TAKE EFFECT IN NOVEMBER-DECEMBER

Tbilisi ZARYA VOSTOKA in Russian 19 Oct 79 p 2

[Gruzininform article: "Wages Increased"]

[Text] In November and December hundreds of thousands of the republic's workers and employees in the national economy will get a raise. This applies to workers in education, higher and secondary specialized education, health care and social security, physical culture and sports, cultural-educational institutions and theatrical and performing organizations, trade and public catering, and housing-communal operations and public consumer services with the exception of those whose wages and salaries were raised previously. In addition, new wage terms are being introduced in the scientific-research institutions, design and project-planning organizations, computer centers, state administrative organs, the courts and prosecutor's offices, credit institutions, and state security organizations.

This was reported at a republic conference held on 18 October in Tbilisi to discuss the question of converting workers in the nonproductive sectors of the national economy to the new wage terms.

The conference was attended by representatives of the USSR State Committee for Labor and Social Problems, the AUCCTU, the USSR Ministry of Trade and the USSR Ministry of Culture, and the All-Union Committee for Vocational-Technical Training, also officials of the GCP CC, the GSSR Council of Ministers, the Georgian Trade Unions Council and Gosplan, officials of republic ministries and state committees, departments, enterprises, institutions, and organizations. The conference set itself the task of helping to implement the conversion to the new wage terms, interpreting all problems relating to this matter, and specifying ways to resolve them.

The conference was opened by GCP CC Secretary Z. Chkheidze. USSR State Committee for Labor and Social Problems Deputy Chairman B. Gavrilov informed the participants in detail about the new wage terms for workers in the nonproductive sectors of the economy. The tasks of the trade union organizations in connection with the introduction of the new wage terms were discussed by AUCCTU Division Director V. Shuruyev.

Participants noted that the main thrust of the social-economic program adopted by the 25th CPSU Congress is to raise the standard of living of the Soviet people. The "Main Directions of Development of the USSR National Economy for 1976-1980" state: "The main task of the 10th Five-Year Plan is to systematically implement the CPSU's course of action to raise the material and cultural standard of living of the people on the basis of dynamic and proportional development of social production and improved production effectiveness, accelerated scientific-technical progress, increased labor productivity, and overall improvement of work quality in all links of the national economy."

In implementing measures to raise real income, reliance is placed on strengthening the stimulative role of wages and the relation between the income of each worker and his personal labor contribution and the contribution of the collective to the development of social production and improved production effectiveness.

The rise in wages is a major social measure of the 10th Five-Year Plan, designed to resolve the task of raising wages for workers in the non-productive sectors, the importance of which is rising constantly. The economic effectiveness and social consequences of this measure will largely depend on the correct approach to its implementation on the part of the various ministries and departments, the organizational and interpretive work of the economic bodies and social organizations. This work is very important and vital. On this plane we must ensure unity of action by party, soviet, and trade union organizations and economic officials.

The party and government have shown great concern for workers in the non-productive sphere. This gratitude is best expressed in completing the conversion to the new wage terms on a high level.

The work of the conference was participated in by GSSR Council of Ministers First Deputy Chairman N. Chitanava.

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TRANSPORTATION

PROBLEMS AND TASKS FACING DEVELOPMENT OF TRANSPORT SYSTEM VIEWED

Moscow EKONOMICHESKAYA GAZETA in Russian No 45, Nov 79 p 15

[Article by Doctor of Economic Sciences L. Tul'chinskiy: "The Goal is the End Results"]

[Text] Transport is now one of the decisive sectors in the campaign for a rise in the efficiency of social production. An analysis of the data shows that such an important conformance to law in economics as the need for the rate of development of transport to outstrip that of other sectors of the national economy is still not fully enough taken into account in planning. Let's take, for instance, the rate of growth of productive capital. For the period from 1965 to 1978, fixed productive capital in the national economy increased to almost 2.8 times what it had been, whereas in transport and communications it increased to 2.5 times what it had been. The lagging of the rate of growth of the material and technical base of transport behind the rate of development of the country's production system is one of the reasons for the lack of balance between the potentials of transport and the demand for it.

Providing for a priority rate of development of transport in comparison with the rate of growth of other sectors of the national economy is one of the prerequisites for proportionate and balanced development of the national economy.

The forming of communications systems and, to begin with, transport systems, must precede the creation of new production capacities, the development of new deposits of minerals and the construction of enterprises and new cities and population points. It is also important to take into account the distribution of productive forces in eastern and northern regions, a rise in the extent of joint work on one project in production within the framework of individual regions and major associations and the growth of residential tracts in industrial centers.

The necessary correlation between expenditures on the acquisition of rolling stock and on the construction and repair of roads is not always observed in planning capital investments within transport sectors. In particular, in motor vehicle transport, unjustified wear on trucks and motor buses is not infrequently caused by the shortfall in motor vehicle highways with improved types of surfacing.

In our opinion, it is advisable to carry out the gradual intersectorial redistribution of capital investments in favor of transport machine building, as well as of common carrier transport and road management. It appears necessary also to increase capital investments in the construction of housing and social-and-cultural objects for the employees of transport. It would be justified, in our view, to direct additional capital investments not only to the construction of roads and the acquisition of rolling stock, but also to the construction of modern transport enterprises equipped with advanced technology and to the creation of highly-mechanized industrial-type enterprises for the technical servicing and repair of rolling stock.

At the same time, it is necessary to utilize fully the available reserves for heightening the efficiency of all kinds of transport. Of particular importance is an improvement in the organization of labor, a reduction in unjustified cross hauls, a rise in the extent of the load in railroad cars and other means of transport and a speeding up of their turnover rate. Great work lies ahead of transport ministries in this direction.

The allocation of capital investments among transport and other ministries and departments is in need of improvement. The practice is unfortunately continuing of unjustified dispersal of deliveries of new trucks among numerous nontransport enterprises and organizations. Thus, in 1965 the proportion of freight turnover on common carrier motor vehicle transport amounted to 35.1 percent, while it was 29.1 percent in 1970, 28.7 percent in 1975 and 29.3 percent in 1978. Meanwhile, an increase in rolling stock in nontransport departments possessing, in the main, small-scale, unprofitable motor pools where the productivity of trucks is 1.5 times lower than that in common carrier motor vehicle transport increases transport outlays in the national economy.

It is important to create a reserve of rolling stock for unforeseen needs at transport enterprises. The availability of such a reserve is especially needed to provide promptly for urgent shipments, particularly of agricultural cargoes, that were not envisaged in the plan and for the rationalization of seasonal freight flows.

The participation by enterprises and economic organizations of nontransport ministries and departments in the financing of transport is, in our view, advisable. Such participation has been justified by the fact that a portion of the newly created value in transport assumes its physical form in products being turned out by enterprises of other sectors of the national economy. These sums are not fully taken into consideration in the existing rates for hauling freight.

In the decree of the CPSU Central Committee and USSR Council of Ministers of 12 July 1979, transport ministries, the USSR State Planning Committee and other departments were instructed to draft proposals for improving the organization of shipments and strengthening the influence of the economic mechanism on the end results of the activity of enterprises and transport organizations. It appears that in drafting these recommendations, one must take into account the importance of the development of transport as one of the key sectors of social production.

TRANSPORTATION

'START' AIR TRAFFIC CONTROL SYSTEM TESTED IN ROSTOV

Moscow VOZDUSHNYY TRANSPORT in Russian 22 Sep 79 p 1

[Article by G. Kostenko, correspondent for "Vozdushnyy Transport": "'Start' Takes its First Examination"]

[Text] Two engineers were bent over the drawings. Several compact units of the "START" system are on the table.

"So much radio apparatus is fitted into one unit that two decades ago it would have required an entire compartment," says V. Sokolov, senior engineer of the ERTOS [Operation and repair of technical aids to air navigation] department, North Caucasus Civil Aviation Administration. "By using the most modern achievements in radio electronics, we have managed to arrange it in a small box." But the small dimensions require maintenance personnel with high qualifications.

Vitaliy Mytsykov, chief of the Rostov aviation enterprise's ERTOS base, enters the conversation: "We have such specialists. Before the beginning of operation of the "START" AS UVD [automatic system of flight control], the engineers had thoroughly studied it."

Together with the plant workers, they took part in its assembly. Engineers V. Reshetnikov, V. Derevyanko, and Yu. Ignatov especially excelled. A. Proskurin, the base's chief engineer, directed the system's assembly and check-out. It must be said that the people worked conscientiously so that it was possible to conduct training for controllers, engineers and mechanics before the start of operations. The "START" system operates trouble-free which speaks of the high quality of its installation and check-out.

I had occasion to see how construction of the building for the new system began. It proceeded in spasms since the general contractor, SMU-6 [Construction and Installation Administration] of "Aviastroy" often presented the operators with surprises. First, it disrupted the construction schedule of the radar building; then it protracted work on the primary facility. The collective of the Rostov aviation enterprise which, by its personnel

resources and, at times materiel, helped the builders to turn over an important facility on time needs to be given its due. You see, it was necessary to utilize considerable capital--about 6,000,000 rubles.

The control panels are located in an isolated and darkened room. A controller is bent over a display screen monitoring the diagram of an aircraft track on the circle. The tail number is clearly seen. A luminous symbol has indicated the aircraft's flight altitude, course and speed. Valeriy Sannikov is extremely attentive. To one crew he gives a command to turn and to another he reduces altitude.

"766! Drop down from 1,500 to 900. Course, Yegorlykskaya."

Valeriy, not taking his gaze off the screen, explains, "766 is an AN-24. You can see by the diagram he is going in for a landing. I received him from the approach controller and now will conduct him around the traffic pattern and transfer him to the landing controller. Just a minute..."

"490! Turn on the UDV channel transponder. Make a right turn. Course, Yegorlykskaya."

He then continued, "Almost all aircraft except the Yak-40, are on the UDV channel transponder. But some crews forget to turn it on and it is necessary to remind them."

"How does the 'START' system work?" I ask Valeriy.

"First of all, it has made it possible to reduce radio traffic with the crews. Earlier, we had to maintain all the information in our memory. Now, it is sensed visually and it is possible to improve it at any moment. Let us say that I need data on number 85252. I press the button and..."

On the screen we saw the aircraft number and its course and flight speed.

"Thus the system increases a controller's operational capabilities and air space capacity in the airfield zone, and it ensures flight safety. It is now possible to simultaneously control 36 aircraft in the airfield zone."

Valeriy is a young controller. He came to the Rostov airport two years ago after finishing the Civil Aviation Academy. At first, veterans V. Kudryashov and I. Prikhod'ko helped him. Now V. Sannikov is one of the best controllers of the aviation enterprise. And there are not a few such controllers at the Rostov airport.

"START" is taking its first examination. Next is the turning over of the same kind of facility to the Sochi airport.

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TRANSPORTATION

MOSCOW AIRPORTS PREPARE FOR THE OLYMPICS

Moscow VOZDUSHNYY TRANSPORT in Russian 22 Sep 79 p 1

[Article: "The Capital's Olympic Harbors"]

[Text] Sheremet'evo international airport occupies a leading place on the list of Aeroflot's Olympics construction. Arrival and departure rooms for transiting passengers are located in the eight-storey building of metal construction with an aluminum and sun-screening glass facade. They are joined by escalators, handy passages, and elevators. The area of the air terminal is 85,000 square meters. The most modern equipment will be installed here for serving air passengers.

For example, passenger and baggage registration will be placed in an electronic computer, the memory of which is designed for storing schedules for a whole week. The process itself of signing up air passengers takes no more than five minutes, however. It has been decided to equip the registration counters with electronic scales. Automatic baggage conveyors (ten are called for) will make it possible to reduce the waiting time for baggage arrival to seven minutes.

Located in the air terminal are four restaurants, a banquet hall, bars, and dining rooms designed for simultaneously serving 1,600 passengers. A conference hall for 500 people is called for here with an arrangement for simultaneous translation. The representations of foreign aviation companies are located on the upper floors of the air terminal. From the air terminal passengers will enter aircraft through one of 19 telescoping ramps.

The new Sheremet'evo-2 air terminal will serve 6,000,000 passengers a year under a maximum peak load of 2,100 passengers an hour.

Along with the new air terminals and hotels being built here, a new runway has appeared capable of receiving all kinds of aircraft.

The new Sheremet'evo-2 air terminal will throw open its doors the first day of 1980.

Almost 40,000 passengers are served daily at the Vnukovo metropolitan airport. About 250 flights to the country's most varied regions are on its schedules. Not much time will pass when the silver liners will convey here the Olympiad-80 participants and guests.

TRANSPORTATION

PREPARATIONS FOR IL-86 SERVICE DESCRIBED

IL-86 Airbus Examined by Engineers

Moscow VOZDUSHNYY TRANSPORT in Russian 2 Oct 79 p 1

[Text] The aircraft engine stock on Aeroflot's airlines is constantly being renovated and perfected. Modern airliners are fitted with the most precise flight and navigation equipment, and they provide a high level of flights free of accidents and with regularity. But the steady growth of passenger transport calls for new and more spacious air machines. One of these will be the wide-bodied, 350-seat IL-86 airbus aircraft which performed its first landing at the Vnukovo metropolitan airport a week ago.

For the workers of the Vnukovo production association, a most critical period began from that moment. By participating in the operational testing of the airbus, they have to give the new machine a "pass" for Aeroflot passenger lines. How the IL-86 will behave at the hands of the Vnukovo pilots depends to a large extent not only on their professional skill and proper preparation, but also on how precisely the engineers and mechanics of the enterprise's aviation engineering base function. Each unit of the gigantic airbus has to be known to them down to the most minute detail.

The first flight completed by the multi-seat air machine has already shown that the preparation which the aviation engineering department conducted in anticipation of the airbus was not in vain. A special course of studies and several days of on-the-job training at one of the aviation industry's enterprises enabled the engineers and mechanics of the Vnukovo ATB [aviation technical base] to immediately take part in the intense pace of the operational tests.

V. Il'in, the deputy chief engineer and leader of the group for training the ATB for the IL-86 tests stated: "Our group was created long before the airbus's first landing at Vnukovo. Taking part in this were the most trained specialists who, in a relatively short time and with high quality, were able to work out plans for the entire complex of measures necessary in connection with the servicing specifications of the new liner. Numerous variants of shift personnel who had to work on the airbus were checked and

"theoretically" tried out; the optimum place for the hard stands were selected; requests for equipment were compiled; and that does not enumerate everything. They have tried to work out all the measures for preparation down to the most minute details, even the provision of the personnel with coveralls was entered on a special schedule with the corresponding time. This scrupulousness, it should be noted, is already bearing its fruit".

Undertaking the servicing of the airbus were such skilled and experienced workers as V. Khorkhlov, the chief of the new IL-86 shop, engineers V. Kapustin, L. Bagzin, and S. Antipov, and mechanics V. Grishukhin, A. Galkin, and V. Lovtsov. Immediately after the landing of the new machine, which had arrived from Voronezh, they demonstrated their skill by promptly and effectively servicing the giant liner according to form "B". This form calls for a visual check-out of the engines and to do it for the first time was a very crucial test.

The IL-86 has already lifted off on its first flight from Vnukovo. Providing a hard-stand, maintaining flights, and other types of servicing is not now a novelty for the workers of the aviation engineering department. Further, it can be judged from the fact that the winged machine feels perfect in the sky that the ATB personnel handled their tasks on a high level. The day is not far off when the airbus prepared by the Vnukovo engineers and mechanics will take off into the air with passengers aboard.

IL-86 Flies to Mineral'nyye Vody

Moscow VOZDUSHNYY TRANSPORT in Russian 20 Sep 79 p 1

[Text] Pyatigorsk, Kislovodsk, Zhelzogorsk...Perhaps one most often hears the names of these resort cities at ticket offices and the airplane ramp. The duty of Aeroflot's workers is to deliver those who so wish to the foot-hills of the Caucasus exactly on time and that their vacation begins in the salon of an airliner. Today, for example, modern airliners capable of boarding more than 100 passengers take the course from Vnukovo metropolitan airport to Mineral'nyye Vody. But the day is not far off when the wide-body IL-86 airbus aircraft will arrive to replace them. In the three salons of this giant, 350 passengers can be accommodated!

We asked A. Khnykin, chief engineer of the Mineralovodskiy aviation enterprise, to tell about how things are being readied for receiving the IL-86 in Mineral'nyye Vody.

"Our airport will not be a base for the airbus. This does not mean, however, that the problems of preparing for its service can be resolved with less responsibility than, let's say, for the people at Vnukovo. A special commission which V. Sheremet, the first deputy commander of the aviation enterprise, headed was guided by just this concept, which comprises a specific plan for the measures. One of the points to be carried out first was:

send a group of specialists to the Vnukovo industrial association for the purpose of learning work experience in preparing for the IL-86 operational tests. Thus, in the end, the nature of aircraft service determines the department of technical control. V. Panasenko, chief of the aviation technical base's control department, was charged to lead the group.

"R. Feyzrakhmanov, chief of the Vnukovo ATB [aviation technical base], V. Il'in, leader of the special group, and the engineers of the technical department rendered a great help to our representatives. The Mineralovodskiy specialists familiarized themselves with the inventory of equipment for servicing the airbus, and had the opportunity to try out many of their mechanisms in practice. Proceeding from the Vnukovo experience, requests were compiled by them for equipment which is already coming to our address today. Unfortunately, though, not everything is going as might be hoped in this case. We still have not received the special jacks for changing wheels, nor the gangways. We are waiting with impatience for the arrival of a BelAZ [Belorussian Vehicle Plant tractor] with 200-ton pulling power which is necessary for towing the airbus.

"But there is still time up until the day of the first landing of an IL-86 at Mineral'nyye Vody. And as soon as the requests are handed in by the aviation enterprises, then, apparently, they all will be satisfied. Any material base, however--even the most perfect--without people will not yield any kind of results.

"Engineers V. Kolyada, V. Kurilenok, mechanics P. Ponomarenko, V. Chepurnov, and V. Abashin--this is far from a complete list of the specialists who went through two-month courses and 20-day on-the-job training at one of the aviation industry's enterprises. Now they are all servicing IL-62s and TU-154s, but at any moment, they are ready to switch to work on the IL-86. The engineers and mechanics mastered the new machine so well that, having chosen a number of instructors from them, we were able to organize familiarization studies with all the personnel, commanders and leaders."

Brigades were formed from the best workers of the passenger transport office which are to see off and meet the future passengers of the 350-place liner. All of them are familiar with the tasks which occur and which the office faces in connection with the specific nature of IL-86 servicing."

"And it requires new accommodations and its own complexes of gathering places. Is it not apparent then that collective has encountered conflicts with certain difficulties?"

"It is not without this. Next to our air terminal is a modern building of glass and concrete. It would appear that it is precisely what is needed for serving the IL-86 passengers. But, unfortunately, during its planning and construction, we were not at all able to foresee all the peculiarities of serving passengers of the airbus. It is such that substantial alterations are required. There is still an understanding with 'Aeroprojekt'

[Central Office for the Surveying and Planning of Airlines and Airports] over recommendations on the use of these premises, but our specialists have their own considerations. We contemplate providing two spacious gathering places on the first floor and using the second floor as waiting room. During the time they are free of IL-86 flights, these same rooms can also operate for the passengers of other aircraft. This, by the way, will be a good help for improving the quality of passenger service."

"An appropriate hard stand is necessary for the giant airbus and an approach zone..."

"At Mineral'nyye Vody in 1977 and 1978, renovation of the airfield's surfaces and their equipment was accomplished. This was, by the way, very opportune. Now by all parameters, the flight zone and the illuminated carpet meet the most modern requirements, and their readiness for receiving the IL-86 does not leave much to be desired.

"Even with the hard stand things are so gratifying. It is already installed in the immediate vicinity of the air terminal. Not long ago, we began operating an automatic system which makes it possible to receive ICAO category II aircraft."

The Mineral'nyye Vody airport serves about 8,000 passengers daily. Many of them are flying to the world-renowned resorts for the healing springs. One can hope that the Aeroflot passengers who, in the near future, select Pyatigorsk, Kislovodsk, and Zheleznogorsk as vacation spots and who perform the flight in the airbus will be met in Mineral'nyye Vody in a way befitting the passengers of the most modern and comfortable native airliner.

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CSO: 1823

TRANSPORTATION

BELORUSSIA PREPARES ROADS FOR THE OLYMPICS

Moscow AVTOMOBIL'NYYE DOROGI in Russian No 10, Oct 79 signed to press
28 Sep 79 p 32

Article by M. G. Sayet: "Putting the Motor Roads of Belorussia in Good Order"

Text The capital of Belorussia is getting ready for the 1980 Olympics. As is well known, a soccer tournament with Olympic teams from various countries will be held in Moscow, Leningrad, Kiev and Minsk; more than 11,000 participants, guests and tourists will be coming together in Minsk. Thousands of passenger cars, trucks and buses will travel over the roads of Belorussia to Olympic Moscow.

The Belorussian Communist Party Central Committee and the republic's council of ministers have adopted a special decree on additional measures to prepare for the 1980 Olympics.

Major tasks also face the road maintenance workers of Belorussia. Particular attention is being devoted to preparation of the Moscow-Minsk-Brest highway and other roads used for sightseeing trips and to putting the areas adjacent to them in good order.

Renovation of the section from Minsk to Brest, where a modern new motor road is in fact being created, is proceeding successfully.

The road workers' main concern is ensuring maximum traffic safety, for which a planned system of measures exists. These include providing for normal visibility ranges, construction of tiered highway crossings, roadway marking, fixing up rough pavement, installing road signs, lighting of roads in the necessary places, arranging pedestrian crosswalks and bicycle paths, and many other activities, including establishment of the necessary comfort and conveniences for passengers and drivers.

Planners have employed the method of clotoid mapping in individual sections.

In addition, in the planning of a road, its harmonious integration with the landscape and the contrasting separation of the roadway on the background of the surrounding terrain have been ensured. All this provides optimum conditions for the driver's best perception of the road situation.

Throughout the length of the new highway, shoulders will be widened significantly and reinforced with paving asphalt. This will make it possible for a driver to go off on a shoulder at any place when necessary and stop the vehicle without creating a dangerous situation on the highway.

Metal railings are being put up on high banks and small banks are being gently sloped so that a vehicle can go off the earth roadbed smoothly.

Additional measures have been outlined to ensure traffic safety on the Olympics routes. For example, specific road sections (in the vicinity of populated areas) will be fenced with metal netting to prevent domestic animals from coming out on the roadway, small warning signs in which reflectors have been mounted are being set up at dangerous places and at certain bends, and electronic display panels will be installed on the highway to warn drivers of icing, precipitation, and other changes in weather conditions.

Layout matters are being worked out with originality. Architectural treatment of bus pavilions has been in the Belorussian public tradition. They are constructed with the use of traditional materials--wood and quarry stone, as well as modern building materials--steel, ceramics and glass.

An experimental design of a pavilion using the most modern construction materials--aluminum and fiberglass--has been developed. Such pavilions are distinguished by their light weight, simplicity and neatness. The advantages of such architecture of small-scale configuration are their prefabricated manufacture and the reduction of material and labor expenditures. Belorussian architects--candidate of architecture A. S. Sardarov and architect M. V. Morozov--who have developed, in addition to many types of vehicle pavilions, passenger loading areas and rest areas, a number of special accommodations not only on the Minsk-Brest highway* but on other highways in the republic which are tourist and transport routes for the 1980 Olympics, deserve credit for this.

Complexes of road maintenance and operations facilities and repair centers with shops provided with the necessary equipment are being built to carry out all forms of road maintenance operations. Well-organized housing for operations and maintenance service workers is being put up.

In addition, telephone booths with pay telephones will be installed on highways of the Olympics route for direct link with Minsk and Brest.

In the near future, highway workers will begin improving the layout of a section of the Minsk circumferential highway from the Slutsk to the Moscow highways, where renovation of information facilities and other work is being proposed.

Work is being conducted to put approaches in order for the "Stayki" Olympics sports camp, the republic "Raubichi" sports and health improvement complex, the Khatyn' memorial complex, Kurgan Slavy and other historical places in Belorussia.

In putting plots of land in good order and landscaping populated areas located along the Moscow-Minsk-Brest highway and on tourist routes, the rayispolkoms in the areas through which these routes pass are taking an active part.

The highway workers of Belorussia are firmly resolved to welcome the 1980 Olympics in a worthy manner.

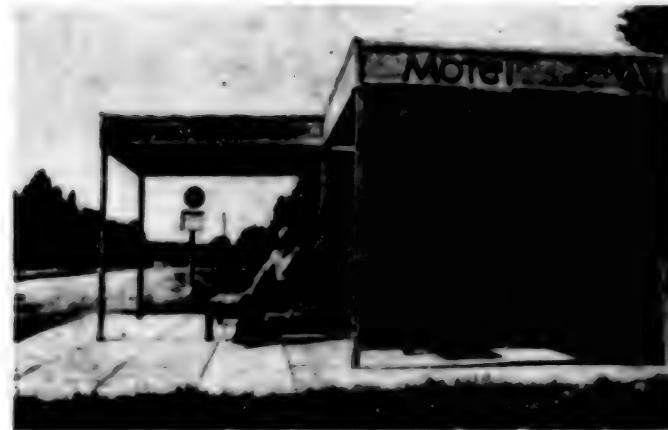


PHOTO CAPTION

- Modern bus pavilion made of aluminum and plastic on the Minsk-Brest highway.

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TRANSPORTATION

MOLDAVIA PREPARES ROADS FOR THE OLYMPICS

Moscow AVTOMOBIL' NYYE DOROGI in Russian No 10, Oct 79 signed to press
28 Sep 79 p 33

Article by Ye. S. Lepak: "The Green Appearance of the Route"

Text The path of the Olympic torch in Moldavia will pass through the homeland of legendary civil war heroes G. I. Kotovskiy and Sergey Lazo, through places of battle glory in the Great Patriotic War, next to the memorial to the Kishinev-Yasskaya operation and the monument to the brave soldiers of the 95th Moldavian Infantry Division.

Majestic and beautiful forests, fertile gardens and vineyards, scenic hills and valleys and springs near the highways, fields of wheat, corn and sunflower, and neat cities and towns will accompany the Olympic torch relay across the land of Moldavia.

In 1978, a comprehensive 2-year plan to prepare the Olympics route was adopted by the Moldavian Ministry of Construction and Utilization of Roads. Measures were specified in the plan to put roadside plantings in exemplary order and to establish new landscaping projects, and particular attention has been devoted to landscaping roads entering the USSR and the Moldavian republic and entrance roads into cities and populated areas, and to traffic interchanges, bus pavilions, drinking water springs, line buildings, and so forth.

There are now 1.5 million trees along the republic's motor roads, and more than half the plantings are made up of walnut trees. On the 1980 Olympics routes along which the Olympic torch will be carried and guests and athletes will travel to Moscow, 60,000 ornamental trees, including 20,000 conifers, will be set out. During the fall of 1978 and the winter and spring of 1979, 48,000 ornamental trees, 19,000 of which are conifers, were set out on the 1980 Olympics routes, including 27,000 trees along the route of the Olympic torch.

The cities, villages and roads of Moldavia will be profusely decorated with flowers. More than 10 hectares of them will be set out in the Olympics year just on the route of the Olympic torch.

Colorful signs and panels with the Olympics symbol are being set up along the Olympics route to indicate the distance to cities in the USSR, to the nearest hotels, campgrounds, restaurants, vehicle service enterprises, and so forth.

Since 1 June of this year, socialist competition has been spread among the collectives of mechanized road detachments of the Kotovskoye, Kutuzovskoye, Kishinevskoye, Orgeyevskoye, Yedinetskoye and Brichanskoye motor road administrations for the best preparation, maintenance and improvement work and for ensuring traffic safety on the highways along the route of the Olympic torch. The results of socialist competition will be summed up on 10 July 1980. The MDO [mechanized road detachment] collective holding first place will be awarded a diploma, a monetary bonus of 1,000 rubles, and a truck.

Rayispolkoms are rendering considerable assistance in landscaping improvements.

The motto of the Moldavian highway workers is "Prepare the Olympics route ahead of time with good quality."

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CSO: 1823

TRANSPORTATION

PERFORMANCE OF RAIL TRANSPORT FOR FIRST NINE MONTHS OF 1979

Moscow GUDOK in Russian 30 Oct 79 pp 1, 2

[Article based on materials from the Administration of Statistical Accounting and Reporting of the Ministry of Railways: "Utilize Reserves More Energetically"]

[Text] The collectives of the leading subdivisions of rail transport have coped successfully with the plan for the past nine months. The collectives of the October, Moscow, Odessa, Transcaucasian and Transbaykal railroads achieved the best results during the current year. On these railroads, as well as on the Baltic, Southwestern, Moldavian, Azerbaijan and BAM [Baykal-Amur Mainline] railroads, they fulfilled the plan for total loading for the third quarter.

Railway workers have taken an active part in the battle for grain. The assigned quota for hauling grain shipments was exceeded by 4.1 percent, while 3.9 million tons were delivered above the plan. In terms of the sum for the monthly plans, 3.2 million tons of potatoes, vegetables and fruit and almost half a million tons of sugar beets were hauled in addition to the targeted amount.

However, it is far from everywhere that work is proceeding successfully. On many railroads they failed to get the better of the nine-month assignments for shipments. As a result, the basic volumetric and qualitative indicators for the nine months were lower than the planned quotas in terms of railway transport as a whole.

The total dispatch of freight amounted to almost 2,735,000,000 tons, which is 122 million tons, or 4.3 percent, lower than the plan. The greatest lag was permitted in terms of such shipments as timber, pit coal, mineral fertilizers and ore-and-metallurgical loads.

A substantial failure to load up to the assigned capacity was allowed on the Gor'kiy, Northern, Dnepr, Donetsk, Kuybyshev, Sverdlovsk, South Urals, Kemerovo, Krasnoyarsk and East Siberian railroads. On a number of railroads, the

loading in terms of destination onto other main lines has been systematically frustrated, which leads to a break-down in the plans for over-all regulation of the railroad car fleet.

The level of routing freight in unit trains upon dispatching amounted to 46.1 percent. This is 0.4 percent higher than for the nine months of the past year. The proportion of freight routed in unit trains has grown for the hauling of pit coal, coke, slate, fluxes, mineral fertilizers, grain and some other shipments. During shipments of iron and manganese ore it reached 90.7 percent, while it reached 77.6 percent with oil and petroleum products, 78.4 percent with slate and 69.4 percent with pit coal.

As a result of an improvement in the utilization of the carrying capacity of railroad cars, the deadweight load has grown by 0.64 tons in comparison with the corresponding period for last year. The assigned target was overfulfilled by 0.26 tons, which enabled them to dispatch 15.8 million tons of freight without drawing in an additional fleet of railroad cars. The Gor'kiy and South-western railroads, the railroads of Kazakhstan, the South Urals and East Siberian railroads failed to cope with the assigned target in terms of this indicator.

Freight turnover amounted to 2,486 billion tariff ton-kilometers, which is 4.7 percent lower than the plan. In comparison with the corresponding period last year, freight turnover was reduced by almost 79 billion ton-kilometers, or by 3.1 percent. The majority of railroads failed to provide for the fulfillment of the plan in terms of this indicator.

The average range for transporting freight remained on a level with the corresponding period last year. The distance increased substantially in the delivery of pit coal, coke, industrial raw material and molding materials and mixed feeds. At the same time, they were successful in decreasing it during the transporting of chemical and mineral fertilizers, iron and manganese ore, refractory bricks, petroleum and some other loads.

Passenger turnover increased by 1.4 billion passenger-kilometers, or by 0.5 percent, in comparison with the nine months of 1978. The plan was underfulfilled by 1.9 percent. The growth in the transport of passengers, a growth that amounted to more than 28.6 million passengers, was achieved in the main by virtue of suburban transportation. Only the October, Central Asian and Krasnoyarsk railroads managed to cope with the plan for passenger turnover. On a number of railroads, the average passenger density of railroad cars was reduced.

At the present time 99.9 percent of freight turnover is performed with progressive forms of traction, including 53.6 percent by electric locomotives and 46.3 percent by diesel locomotives. The proportion of progressive forms of traction used in switching operations amounts to 95.4 percent, which is 1.3 percent higher than for the corresponding period last year.

As a result of the dissemination of the practices of the Moscow RR in running heavy-weight trains, which were approved by the CPSU Central Committee, and the implementation of a number of technical and organizational measures, the average weight of a train for the network as a whole exceeded the assigned target by eight tons and grew by 23 tons in comparison with the corresponding period last year. It was increased to the greatest extent on the Moscow, Gor'kiy, Odessa, Donetsk, Azerbaijan, Sverdlovsk, South Urals and Krasnoyarsk railroads.

The assigned goal for locomotive productivity was fulfilled on the Moscow, Alma-Ata and BAM railroads, while this indicator was improved in comparison with the analogous period last year on the Alma-Ata, North Caucasus and Azerbaijan railroads. However, on the majority of railroads and for the network as a whole, the productivity of locomotives was reduced over against the level for the same nine months of 1978.

The average railroad car turn-around time slowed down by more than nine hours for the network. The greatest slow-down was permitted on the Gor'kiy, Volga, Southeastern, Kuybyshev, Kemerovo, Krasnoyarsk, East Siberian and Transbaykal railroads. Freight cars were utilized the most efficiently on the Moldavian, Odessa, Donetsk and BAM railroads. Here they got the better of the assigned targets both for turn-around time as well as for productivity, while on the Moscow RR, they handled railroad car turn-around time successfully, and on the Dnepr, North Caucasus, Azerbaijan and Transcaucasian railroads, they got the better of the targets for productivity.

In terms of the operations situation, a sharp reduction in the extent of transfer of railroad cars, particularly in the eastern portion of the network, has had an extremely unfavorable effect. The sharpest slump was allowed on the Volga, Kuybyshev, Azerbaijan, Gor'kiy, Krasnoyarsk, East Siberian, West Kazakhstan, Transbaykal and Far Eastern railroads. The fulfillment of the schedule for train traffic also deteriorated considerably. On such railroads as the Kuybyshev, West Siberian, Volga, Virgin Lands, South Urals, Kemerovo, Krasnoyarsk and Azerbaijan, the traffic schedule for running freight trains was met in all for the nine months on a level of 50 to 70 percent.

The material and technical base of rail transport has undergone further development during the past three quarters. Capital investments have been directed, to begin with, to strengthening the traffic and carrying capacity of railroads — to the construction of second tracks, electrification, the development of junctions and yards, the introduction of automation and increasing the capacities of the repair base, as well as to housing, municipal and cultural-personal services construction. The assigned targets for construction of second tracks, for equipping lines with automatic block signaling and for electrical centralized control of switches were fulfilled.

The annual plan for capital construction is being fulfilled most successfully on the Baltic, Belorussian, Northern, North Caucasus, Southwestern, Central Asian and Sverdlovsk railroads. At the same time, organizations of the Ministry of Transport Construction have been tolerating considerable lagging behind

the plan, particularly on the East Siberian, West Siberian, Volga, Azerbaijan, South Urals, Gor'kiy and Far Eastern railroads.

During the current year, one is faced with performing a large volume of work on the construction of the Baykal-Amur Main Railroad Line. During the past nine months, capital investments have been assimilated here at a level of 108.1 percent of the goal, while the funds being allocated for construction and installation work have been assimilated at a level of 110.4 percent. In conjunction with this, it is unfortunately necessary to state that the assigned goal is not being fulfilled in terms of municipal construction and installation of objects for health care and education. The assimilation of capital investments is proceeding at an insufficiently high level on the stretches from Duki to Komsomol'sk and from Tynda to Berkakit.

The planning assignment for commissioning fixed capital was fulfilled by the Belorussian, Moscow, Northern, Southwestern, Odessa, Donetsk, Southern, Transcaucasian, Southeastern and Virgin Lands railroads, as well as by subway lines. However, for the Ministry of Railways as a whole, fixed capital with a total value of 366 million rubles has failed to be put into operation in proper time. This is 8.9 percent of the yearly plan. Causing anxiety also is the lag in the construction of objects for nonproductive purposes. The assigned goal for making living space available was underfulfilled by 224,000 square meters. Organizations of the Ministry of Transport Construction have failed to make more than 120,000 square meters ready for habitation. Considerable lagging has been permitted on the Southeastern, Southern, West Kazakhstan, East Siberian, Transbaykal, Krasnoyarsk, Virgin Lands and some other railroads, where the plan was fulfilled in all on a level of 24 to 46 percent.

During the past three quarters, rail transport has obtained 551 new electric locomotives, 746 diesel locomotives, 51,100 freight and 2,230 passenger cars and 35,200 containers. There were 2,300 freight cars, 46 main line diesel and 26 diesel switching locomotives and 5,660 containers that were not delivered promptly.

Industrial enterprises of rail transport overfulfilled the assignment for production of the majority of items on the products list for the national economic plan. The volume of production sold amounted to 1,467 million rubles. This is 2.3 percent higher than the level achieved last year, but 1 percent lower than the plan. The plants for the repair of rolling stock and production of spare parts overfulfilled the plan for sales by 3.8 million rubles. Enterprises of the railroads have permitted a lag behind the plan in an amount of 13.6 million rubles. As a result of unsatisfactory work by track services enterprises, the plan was underfulfilled by 14.7 million rubles, or by 5.6 percent, for this sector as a whole. There were 16 railroads which failed to cope with the plan for sales, which included those which failed on the largest scale, namely, the Gor'kiy, Northern, Dnepr, Volga and Kuybyshev railroads.

The plan for at-the-plant repairs of electric locomotives, electric locomotive units and diesel railcars was fulfilled for the Ministry of Railways as a whole.

The Orenburg, Ulan-Ude, Voronezh and Tashkent plants were to blame for turning out 30 diesel locomotive units less than planned. The plan for repair of freight cars was underfulfilled by 1.7 percent by plants of the Main Administration for the Repair of Rolling Stock and the Production of Spare Parts. The lag was particularly significant at the Barnaul, Kizyl-Arvat, Popasnyanskii and Roslavl' plants. The plants of the Main Administration for the Repair of Rolling Stock and the Production of Spare Parts also turned out 112 less passenger cars than slated.

Labor productivity of employees engaged in operations activity was reduced by 3.4 percent for the network as a whole in comparison with the corresponding period for 1978. The most unfavorable situation took shape on the South-eastern, Volga, Kuybyshev, West Kazakhstan, Virgin Lands, South Urals and East Siberian railroads. On the majority of railroads, the normal relationship of the rate of growth of wages and labor productivity was disrupted, this occurring on a particularly substantial scale on the Sverdlovsk, Kemerovo, Krasnoyarsk and Transbaykal railroads.

The results of the activity of railway transport during the past nine months testifies graphically to major shortcomings in all our work. It is now necessary to analyze thoroughly and critically production activity in all subdivisions and at enterprises for the period of the year that has transpired and in the shortest period of time possible to rectify the situation in the lagging collectives. It is a matter of honor for railway workers to mobilize reserves and to exert the maximum of strength and energy in order to satisfy more fully the demands of the national economy and population for transport.

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CSO: 1823

TRANSPORTATION

SOVIETS, WEST GERMANS HOLD FRUITFUL SHIPPING TALKS

Moscow VODNYY TRANSPORT in Russian 7 Nov 79 p 4

[Article: "Constructive Conversations"]

[Text] The Ministry of Maritime Fleet delegation that took part in conversations with the FRG Federal Ministry of Transport has returned to Moscow from Hamburg. The participants discussed a wide range of questions of bilateral relations in the area of maritime shipping, as well as certain problems of world commercial navigation, that are of mutual interest. As a result of the conversations that were held, a joint report of the talks was signed and a resolution to conduct the next talks in the Soviet Union next year was adopted.

In a conversation with a VODNYY TRANSPORT correspondent members of the Soviet delegation expressed satisfaction with the results of the conversations. As was recorded in the protocol, the consultations proceeded "in a businesslike and friendly atmosphere," which to a great extent predetermined positive results for the meeting.

International shipping has survived, as is known, a protracted depression that was caused by a surplus of ships and instability in the economic situation of Western countries. For these reasons it is natural that basic attention was paid during the conversations to questions connected with a sharpening of competition on the world's sealanes and their possible resolution through coordinated actions. In this connection, the representatives of the two ministries expressed satisfaction that, as a result of the successful completion of commercial negotiations, the Black Sea Maritime Shipping Line, beginning 1 October of this year, has become a member of liner conferences for the Europe-India-Pakistan-Bangladesh route. In regard to the haulage of cargoes on the North Atlantic, both delegations adhere to the common opinion that agreements about cargoes and financial pools could promote a moderation of competition in this area; however, existing legislative injunctions of certain countries still do not permit rational use of the activity of the regular shipping lines on this route.

Also examined during the conversations were the circumstances that prevail in the hauling of liner cargoes between ports of the FRG and Central America (the west coast). Chief of the Baltic Maritime Shipping Line B. P. Trunov, who took part in the conversations, declared here that, despite the absence until then of an answer to the 1973 request of the BMP (Baltic Maritime Shipping Line) that the Soviet shipping line become a member of the conferences that operate in this area, the Baltic shipping line is, as before, ready for talks about membership in the above-mentioned conferences.

FRG Federal Ministry of Transport experts expressed concern about the sharpening of competition between the Soviet shipping line Besta Layn and West German shipowners who take part in the activity of the liner conferences on the East African route. They concurred that the Soviet shipping enterprises have a right to participate in the hauling of "cross-trade" on a competitive basis, noting, however, that it is proper to come to a decision on the haulage of cargoes through East African ports. The Ministry of Maritime Fleet delegation indicated, for its part, that conversations between the Besta Layn and the East African conferences on the question of membership in the indicated association of shipowners had been discontinued, not at the initiative of the Soviet side.

Both delegations noted with satisfaction the substantial increase in the volume of participation of FRG shipowners in hauling large-scale cargoes between ports of the USSR and third countries. The Soviet side emphasized, in so doing, that it viewed such facts as confirmation of the real potential for the further development of mutually advantageous collaboration in shipping.

Members of the Ministry of Maritime Fleet delegation expressed regret in connection with the failure of Federal Ministry of Transport representatives to establish an interpretation of the stipulation to the Convention on the Code of the Conduct of Liner Conferences that was adopted by the Common Market Council of Ministers in May of this year, which should not be aimed at creating an inequality of rights among convention participants. The impression is being created that a governmental organ of the FRG, just like the governments of other YeES (European Economic Council) member countries, intends to use the above-mentioned stipulation to discriminate against other Code participants after it becomes effective. Such purposes, whatever the stipulations to any convention, are incompatible with the underlying principles of international law about the equality of all participants of multilateral agreements.

In answering a question about the evaluation of the results of the conversations from the point of view of the West German representatives, the members of the Ministry of Maritime Fleet delegation reported that both delegations sustained a common opinion about the constructive nature of the agreements and about the fact that the bilateral consultations, which began in 1978, are expediting the elimination of differences of opinion and are also creating conditions for an expansion of mutually advantageous collaboration in the area of maritime shipping. But the fact that there still are sources in West Germany that are trying to misrepresent the progress

achieved in the past 2 years with unsubstantiated references to a lack of readiness on the part of the Soviets for reasonable compromises provokes perplexity. Such insinuations not only do not help matters but they engender doubts with regard to the purposes and intentions of the partners to the conversations.

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TRANSPORTATION

AUTUMN COAL SHIPMENTS FALL BEHIND

Situation in Late September

Moscow GUDOK in Russian 25 Sep 79 p 1

Text September, the first month of autumn, is drawing to a close. Now, the railway workers have one of the most important concerns, the creation of winter supplies of fuel and raw materials at the storehouses of enterprises and power stations. Dropping temperatures in a number of regions of the country dictate authoritatively that it is necessary to sharply increase the rate of this important work. And, as a top priority, to accelerate the delivery of coal.

Unfortunately, for the present, work on the coal conveyor is flagging. The lag from the plan for the past 20 days exceeds 3 million tons, and the debt for the supplementary quota is still more,⁴ million tons. The Kemerovskaya Road is responsible for almost half of this debt, 1.750 million tons toward the supplemental quota. It is well known that difficult operational conditions have currently developed on the roads of the East. Both loaded and empty runs move extremely slowly. And, as a consequence, the supplying of the Kemerovskaya with gondola cars has appreciably worsened. On the average, it receives approximately 940 fewer than it should have every 24 hours. The rate at which empties arrive there from the Southern Ural and Western Siberian lines is particularly poor. The situation is aggravated by the fact that more than 4,000 loaded gondola cars have accumulated on the Kemerovskaya in transit.

Under these conditions, as never before, close cooperation in the work of the commanders of traffic and freight services is important. And, of course, it is necessary to place the accent on intensifying unloading operations. Indeed, currently, 580 unreleased gondola cars remain on the road every day. It is possible to charge both the railway workers and their clients for this in equal measure.

Donetskaya workers "charged" more than a million tons of their quota to their negative account. To some degree this is the result of the miners' lag in output. However, there are many serious complaints against the railway workers. The gondola cars are brought to the mines with long interruptions. At the Debaltsevskiy Department alone there was a shortfall of approximately 6,600 in 20 days.

Of course, the regulation roads share a portion of the fault for this. Every 24 hours, on the average, the Donbass produces 300 gondola cars fewer than its share. It is appropriate to charge primarily the workers of the Southwest, Odessa, Azerbaijani, and Moldavian roads for this.

However, the Don workers themselves utilize their own possibilities in far from the best way. Every day approximately 800 unreleased gondola cars remain on the road. And this is largely the fault of the railway workers. They transport local freight much too slowly.

And on the Tselinnaya they are coping with neither the plan nor with the supplementary quota. The organization for hauling coal along the route from Ekibastuz causes particular alarm. And the problem is not just in their inability to organize the station workers. The arrival of coal trains is held up by the Southern Ural Road along the junction point of Tobol.

The insufficient supplying of the Tselinnaya with empty cars by the Kuybyshevskaya, the Privilzhskaya, the Southeastern, and the Southern Ural roads slows the flow of the coal conveyor. The large surpluses of the freight transit limits the maneuverability of the road. Also, local work is not organized along the best lines. Due to the weak delivery system, approximately 300 gondola cars short of the quota are not unloaded every day.

The organization of shipments of coal on the Krasnoyarskaya needs basic improvement. It is sufficient to say that gondola turn-around time is 20 hours too slow. The pool of this scarce rolling stock has been sharply overstated: approximately 1,000 empties and 500-600 loaded cars above the norm. All this requires a high level of operational skills and flexibility on the part of traffic service commanders. And particular attention must be given to the shipment of coal to Khakasiya, with which they chronically cannot cope.

In a word, the situation on the coal conveyor demands decisive measures to eliminate "weak" places. It is necessary to sharply raise the rate of coal shipments in the remaining days of September.

Situation in Early October

Moscow GUDOK in Russian 6 Oct 79 p 1

Text The calendar shows that it is October. One of the most important tasks currently before railway workers is the creation of winter supplies of fuel and raw materials. Let us say directly that up to now this task has been carried out in far from the best manner. And a particularly unsatisfactory situation has been created on the coal conveyor. In September, the debt to the plan came to 5.8 million tons, and 7.4 million tons to the quota.

The fact that the decisive coal-hauling roads are lagging causes alarm. Take, for example, the Donetskaya Road. In September, 2.3 million tons were applied to its negative account. What in the world is hindering the collective of this road from working stably? Interruptions in the output of coal are a cause to some degree. But the trouble lies not only and not so much in this. On the average over a 24-hour period, 450 gondola cars short of the quota are delivered to the Donbass. The Southwestern, Moldavian, Odessa, and Azerbaijan roads have shared unfairly with the Donbass with particular "assiduity."

Yes, but how have the Donbass workers utilized their own possibilities? In September, more than 780 gondola cars remained unreleased every 24 hours. And this is due, basically, to the weak shipment of local freight. It puts us on the alert that commanders of the road, as in the past, do not give proper attention to the Debaltsevskiy Department. Approximately 15,000 gondolas were not received there in a month. And, indeed, there is more coal at the mines served by this department than in other places. It is clear that it is necessary to regulate the distribution of empty cars within the road. Also, the principle of priority dispatching of coal-filled gondola cars must be followed more precisely. This principle is violated often on the Donetskaya.

Kemerovskaya workers owe approximately 3 million tons toward their quota. For the sake of fairness let us remember that complicated operating conditions currently exist on all the roads of the East. And on the Kemerovskaya they are making the surpluses of freight transit known. This, in particular, hinders the supplying of the road with empty cars. Every 24 hours it receives up to 1,000 gondolas short of its regulation supply. It is necessary to raise the rate of traffic flow and to improve the delivery of local freight in the shortest possible time. And, of course, it is necessary to decisively undertake unloading operations. Approximately 700 gondolas were left unreleased on the Kemerovskaya every 24 hours.

Regarding the Tselinnaya, work on the repair of the line and the electrification of the section, Tselinograd - Yermentau, has held up the coal conveyor. These are, so to speak, objective causes. But there are subjective ones also. The incorrect distribution of empty cars is frequently made known. For some reason, they are being moved to the Tselinograd Department when they are needed on the Pavlodarskiy. Also, it is necessary to correct unloading procedures. Approximately 300 unreleased gondola cars were counted each day on the road in September.

The coal conveyer operates with interruptions on the Northern, Krasnoyarskaya, and Eastern Siberian roads, whose collectives likewise did not cope with the September quota.

Circular routes provide great opportunities for the acceleration of the coal conveyer. It is very important to utilize them economically. Unfortunately, often the revolving doors of the Krasnoyarskaya Road, for example, do not return for a very long time from the Eastern Siberian, Western Siberian, and Kemerovskaya roads. There, they either do not hurry about moving the cars or just take them for their own purposes.

In a word, decisive measures are needed to make up the debts. It should be taken into account that in October it is necessary to load almost 3,500 more cars with coal every 24 hours than in September. The Kemerovskaya Road workers have the lion's share of the increase ahead of them. And it is understood that the current supplies of fuel at the storehouses of the Kuzbass mines are almost double the norm. Large and complex tasks are likewise currently before the collectives of the Donetskaya, Tselinnaya, and other coal-hauling roads. Not losing a day or an hour, it is necessary to accelerate in every possible way the shipments of fuel in order to create its needed supplies at the enterprises and power stations!

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